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Navy News

The Newspaper of the Royal Navy and The Royal Naval Association

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No. 91 JANUARY, 1962

Published first Thursday of the month

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Fourth guided missile destroyer launched TENTH LONDON NAMED 'Seaslug' and 'Seacat' weapons

THE Royal Navy's fourth guided missile destroyer, the London, was launched at the Wallsend-on-Tyne Shipyard of Swan, Hunter and Wigham Richardson Ltd., by Her Royal Highness The Duchess of Gloucester on December 7. The religious service was conducted by the Reverend Colin Turnbull, B.A., Vicar of St. Luke's, Wallsend.

The London, a County class destroyer, was laid down in February, 1960, and is expected to join the Fleet in 1963. The other three of the class are the Devonshire, launched on June 10, 1960, the Hampshire, launched on March 16, 1961, and the Kent launched on September 27, 1961. Two more ships of the class were ordered under the 1961-62 Navy Estimates.

Besides providing guided weapon anti-aircraft defence for task groups, the County class destroyers will be able to fulfil all the operational roles expected of conventional ships of this size.

ARMAMENT

With a standard displacement of about 5,000 tons, an overall length of 520 ft. and a beam of 54 ft. the

London will carry the following armament: one "Seaslug" guided weapon system with a twin launcher, four radar controlled 4.5 in. guns in twin mountings situated forward and two "Seacat" close range guided weapons systems fitted abaft the after funnel.

For anti-submarine work the ship will be fitted with the latest underwater detection equipment and a

Westland Wessex Helicopter carrying dipping asdic and homing torpedoes. The propulsion machinery consists of two sets of geared steam turbines for normal steaming conditions, with gas turbines to provide additional boost for high speeds and for getting quickly under way in harbour.

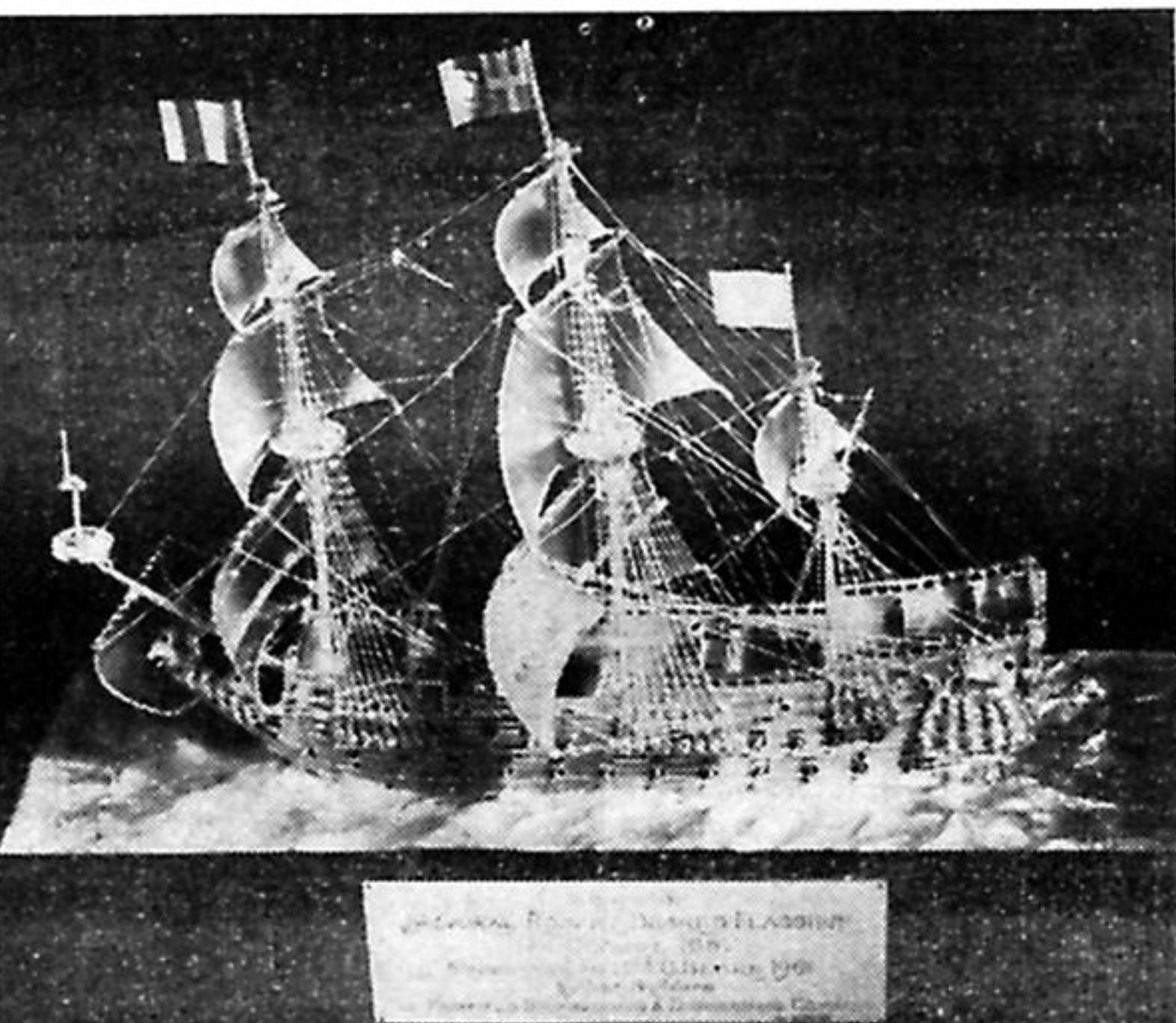
The London will have the latest air and surface warning radars. Her bridge will afford the Captain a clear all round view combined with the best possible weather protection.

Accommodation for her complement of about 32 officers and 400 ratings will be of a very high standard. The mess decks are fitted with bunks arranged so as to provide the maximum recreation space in each mess, while allowing for such fittings as card and writing tables and cupboards. The whole ship will be air conditioned and have large dining halls served by a modern galley, capable of providing varied meals on a self-service system.

PREVIOUS LONDONS

There have been nine Londons in the Royal Navy during the past 325 years. The first (1636-1654) was a converted merchantman which fought at Kentish Knock in 1652 and Camperdown in 1653. The second (1657-1665); a second rate of 64 guns, escorted Charles II back at his restoration in 1660. A later London, a ship of 98 guns, was Flagship at the Battle of Copenhagen and yet another took part in the bombardment of Sebastopol. The eighth ship (1902-1920) was a first-class battleship.

The ninth ship, a County class cruiser was completed in 1929 and finally paid off in 1949. She will best be remembered for her service in the Home Fleet during the Second World War when she took part in a number of Russian Convoys, and for the assistance she gave to H.M.S. Amethyst during the Yangtze incident early in 1949.



A silver model of Admiral Robert Blake's flagship, the George, presented to H.M.S. Blake by her builders.

A magnificent trophy for Blake

THE builders of H.M.S. Blake, the 11,700 tons (full load displacement) cruiser completed last year, Messrs. Fairfield Shipbuilding and Engineering Co. Ltd., Govan, have presented the ship with a magnificent trophy.

It is a model of Admiral Robert Blake's flagship, the George, on board which he died in August 1657 as he was approaching Plymouth on his return from a successful campaign.

The model is solid silver, about one foot long and is valued at £650. It was made by Garrard and Co. of London and it took eight months to complete. The stern, which is very intricate, was carved by hand from a solid block of silver, and the rigging, of strands of silver, took two weeks to complete.

It is a trophy of which the ship is very proud and all on board are very grateful to Messrs. Fairfields for their generosity. It will occupy pride of place among the ship's trophies and be an object of admiration for all on board.

Haslar Works Tank opened by Prince Philip

THE Duke of Edinburgh, dressed in the uniform of an Admiral of the Fleet, opened the Royal Navy's experimental tank at the Admiralty Experimental Works, Haslar, on December 18.

The object of the tank, which is 400 ft. long by 200 ft. wide, and holds about 40,000 tons of water is to enable scientists to study the behaviour of models of ships under all conditions. It is possible in the new tank to simulate waves of up to 40 ft. and every pitch or other movement is electrically controlled.

In the tank is a rotating arm, about 100 ft. long, on a king post embedded on a concrete island, and the models are attached to the arm. It is possible to attain 32 knots and such a speed, with a 20 ft. model, is equivalent to about 70 knots for a patrol boat 100 ft. long.

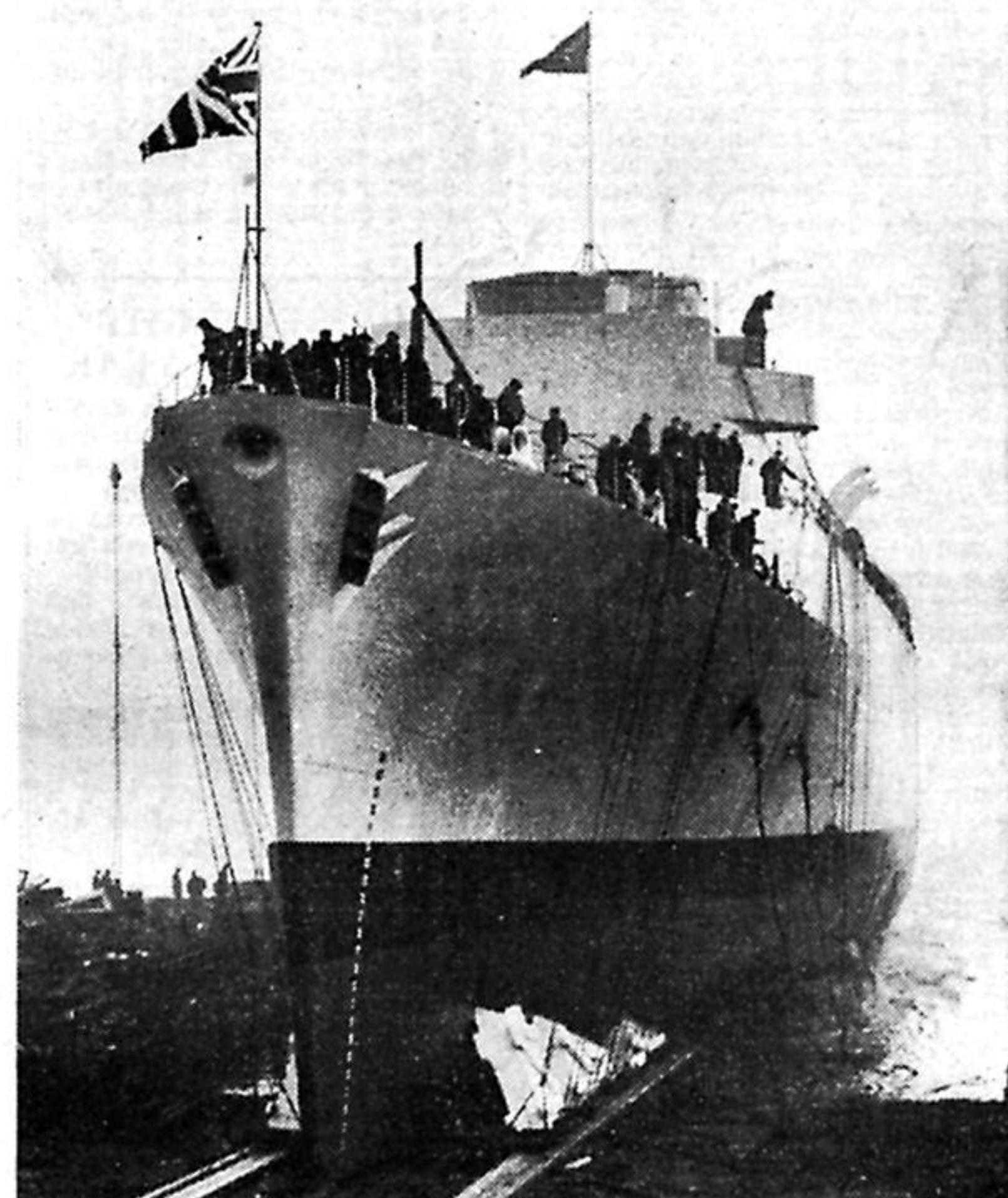
Wave-making plungers, electronic-

ally controlled, can produce any type of wave pattern.

During his visit Prince Philip watched a model of the second nuclear submarine, Valiant, sweeping through the waters of the tank. He also saw models of the guided missile destroyer Devonshire, and the open-stern assault craft, the order for which has recently been given.

The Duke, who arrived by helicopter on the playing fields of H.M.S. Dolphin, was met by Admiral Sir Alexander Bingley, the Commander-in-Chief, Portsmouth. On the platform when the Duke unveiled a plaque commemorating the opening of the new tank were Sir Alfred Sims (Director-General Ships, Admiralty), Mr. A. N. Harrison (Director of Naval Construction) and Mr. R. N. Newton (Superintendent of the Experimental Works).

Prince Philip later saw a demonstration by members of the British Sub Aqua Club (he is president of the club) in the 100 ft. submarine escape tank at H.M.S. Dolphin.



A new London takes to the water.

CONFIRMATION SERVICE IN CRUISER

UNDER the open sky and with the White Ensign and the ship's wake as a background, a religious service, possibly unique, took place recently on the quarterdeck of H.M.S. Lion while the cruiser made her way, at 18 knots, through a choppy sea off the West African coast.

The Rt. Reverend Harold Beardmore, Bishop of St. Helena, was returning to St. Helena after a visit to this country to bring to official notice the hardship caused in the island by the fact that fewer ships now visit the island and he was offered a passage back by Vice-Admiral Sir Nicholas Copeman, K.B.E., C.B., D.S.C., Com-

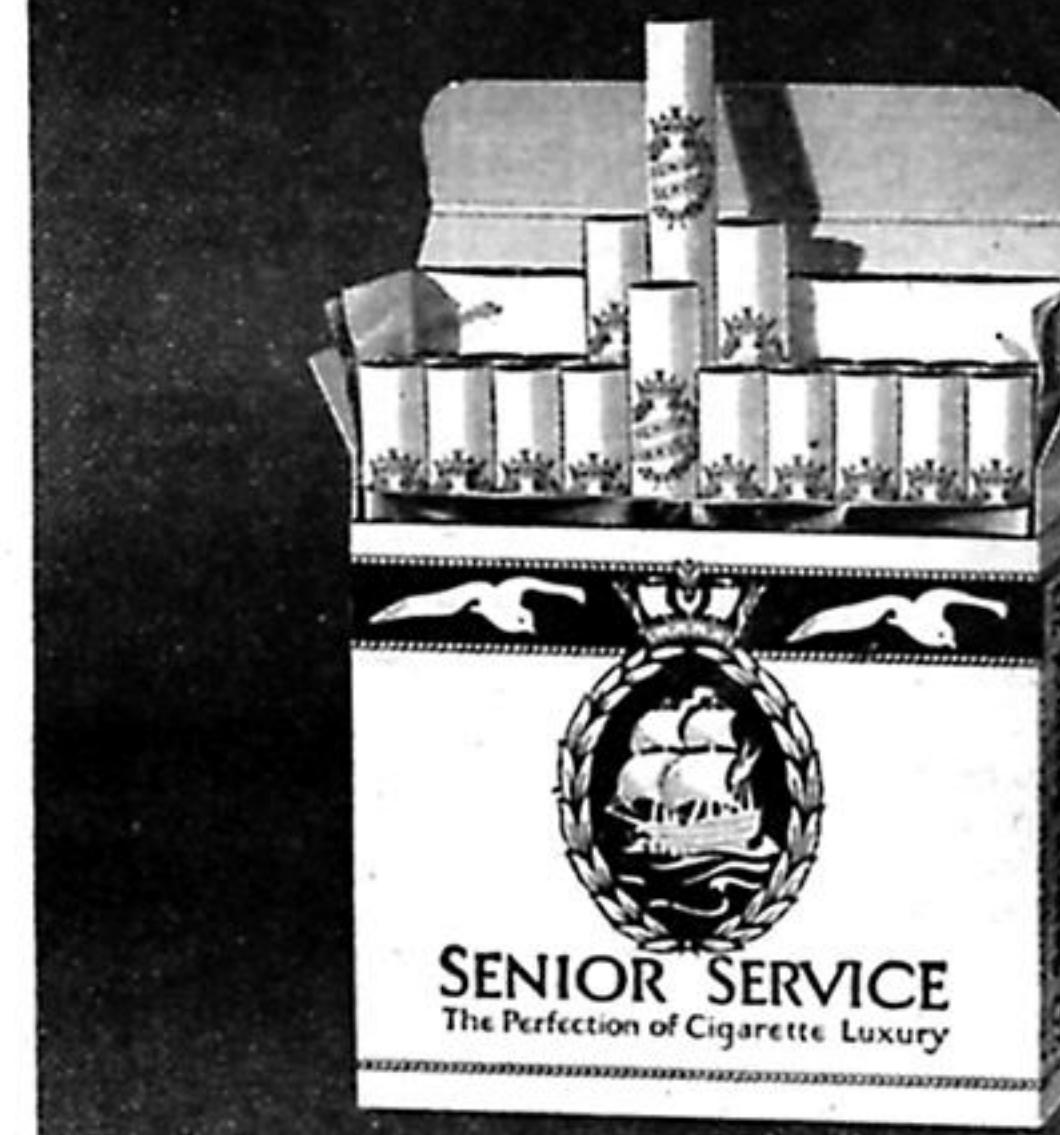
mander-in-Chief, South Atlantic and South America.

On the journey to Freetown the Bishop held a Confirmation Service for several members of Lion's ship's company. The congregation of officers and ratings was too big for the cruiser's chapel and an altar and a Bishop's throne were therefore rigged on deck.

A Royal Marine band accompanied the hymn singing and must have given the Bishop—an impressive figure in mitre and long white cope—immense pleasure as for 20 years he was a Naval chaplain.

Bishop Beardmore was Chaplain in H.M.S. Hood 1939-41, leaving her shortly before her loss in May, 1941.

THE
OUTSTANDING
CIGARETTE
OF THE DAY



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H. B. C. 1962

Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N. (Retd.),
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

EDITORIAL

ONE of the main peace-time functions of the Royal Navy, perhaps taken for granted, but which are of special importance, are the flag-showing visits of ships of the Fleet.

Quite apart from the benefits to ships' companies that a period of relaxation in port gives (and in these days of cold war conditions, with a Navy spread "rather thinly over the oceans of the world," most ships spend almost as much time at sea as during the days of the war), the effect of naval visits in maintaining prestige and promoting friendly relations is well worth the effort.

The friendliness of the peoples visited, their hospitality to officers and men, is the keynote of reports received by "Navy News" from ships visiting places all over the world. From Sweden and Spain to Sarawak and South America the story is always the same—"The people gave us a wonderful welcome."

Whilst giving credit to the hosts on these occasions, the friendliness of the men of the Royal Navy must not be minimised. People do not open their hearts and homes to those of whom they are afraid, to those whom they despise or to those to whom they bear animosity.

Although every visit to a foreign port is a carefully prepared operation in which the Fleet collaborates with diplomatic representatives abroad, the success of the visits depends, largely, upon the "man in the street" and his counterpart in the visiting ship.

We go to these places in peace—we are received with open arms—(incidentally visitors to our shores are received with equal warmth). Surely this can mean only one thing—that everyone wants peace.

Peace is not a negative quality: it is a lot more than just absence of war. Peace is the positive quality of concord and good understanding and the business of understanding one another can best be achieved by friendly visits—seeing how the man in another country lives, works, eats and plays. Seeing his country and he seeing yours—seeing his buildings, works of art, his factories and houses—all these things make for a better understanding of his problems and way of life, and are means of bringing together.

Long may these flag-showing visits continue to spread good will to all men.

A Happy and Peaceful New Year to you all.

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SWINDON	18/6
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H.M.S. Dido named

THE Royal Navy's latest frigate, the Leander class General-Purpose Anti-Submarine Versatile Type H.M.S. Dido was to have been launched at the Clyde yard of Yarrow and Co., Ltd., on December 21, but fog, which reduced visibility to about 100 yards, constituted a hazard, and the actual launching was postponed.

The naming ceremony, however, took place, and Lady Sims, wife of Sir Alfred J. Sims, Director General, Ships, "christened" the ship and named her Dido.

The last Dido to serve in the Royal Navy was the cruiser, 5,450 tons displacement, built by Cammell Laird and completed in 1940. She was broken up in 1958.

DREADNOUGHT READY THIS YEAR

IN a written answer to a Parliamentary inquiry, Mr. C. I. Orr-Ewing, Civil Lord of the Admiralty, stated: "We hope to accept Dreadnought for service by the end of 1962. Valiant will not be laid down until next month.

Dreadnought, Britain's first nuclear submarine, now being fitted out at Barrow in Furness, was begun in 1959.

Valiant, to be built by Vickers-Armstrongs, is the second nuclear submarine for Britain, but unlike Dreadnought, which will have a United States reactor, Valiant will have an all-British reactor.

H.M.S. Belfast had spending spree at Hong Kong

FTER exercises in the South China Seas, H.M.S. Belfast returned to Singapore on October 20. The ship was then to pay a visit to Saigon, in South Viet-Nam, but severe flooding in the area caused the trip to be cancelled and Belfast therefore remained at Singapore until October 30, when, wearing the flag of the Flag Officer, Second-in-Command, Far East Station, she sailed for Hong Kong in company with H.M.S. Caesar and H.M.S. Cassandra and H.M.A.S. Vampire.

H.M.S. Belfast arrived at Hong Kong on November 3 and a Royal Salute was fired on the arrival of Her Royal Highness Princess Alexandra. The next few days were mainly spent in preparing the ship for the Review of the Fleet by Her Royal Highness which took place on the 7th. The Fleet manned and cheered ship as the Royal Barge passed slowly down the line of assembled warships.

REMEMBRANCE SUNDAY

The following Sunday was Remembrance Sunday and a contingent of 185 men was landed from the ship to take part in the Parade at the Hong Kong Cenotaph. For those that remained on board a moving Service was held on the Quarterdeck. As the gun heralding the start of the two minutes silence boomed out, the noises of Hong Kong faded away and the only movement came from the many ships and small-craft on the harbour. The peaceful yet stirring



H.R.H. Princess Alexandra, in the Royal Barge, reviews the fleet at Hong Kong.

sounds of a bugle playing the Last Post echoed across the water, and once again thoughts returned to those of the Service who had lost their lives in two World Wars.

On November 13, the Commanding Officer, accompanied by 24 officers and men, visited the Chinese family whose resettlement house had been paid for by the Ship's Company.

POST OFFICE INUNDATED

All welcomed this opportunity at Hong Kong to do the last of the Christmas shopping. Relatives and friends at home seemed to be very much in mind, for, in addition to the 46 bags of sea mail despatched from Singapore, a further 36 bags worth were purchased ashore and posted in

the first three days in Hong Kong. The Post Office onboard was inundated with parcels of all shapes and sizes, and the postman worked late into the night to allow the usual spate of last minutes to catch the final boat reaching England in time for Christmas.

With shopping completed and little money to spare, attention was turned to sport and recreation. An extensive programme of games against local Army Units provided a welcome change from the exercises and humid climate of the Singapore area. Apart from the games, the whalers of the Fleet raced round the Island in perfect conditions and walking and climbing expeditions into the New Territories proved very popular.

DRAFTING FORECAST - YOUR NEXT SHIP

Notes (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.

(ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

(iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

SUBMARINE COMMAND

H.M.S. Tabard, February 2, at Sydney, N.S.W., for service in Fourth Submarine Division.
H.M.S. Artemis, end of February, at Chatham, for service in Second Submarine Squadron.
H.M.S. Thermopylae, March 2, at Chatham, for service in Fifth Submarine Division.
H.M.S. Grampus, April, at Portsmouth, for service in First Submarine Squadron.
H.M.S. Auriga, May 18, at Devonport, for service in Second Submarine Squadron.

GENERAL
H.M.S. Coruña, January 24, at Rosyth for General Service Commission, Med./Home (23 months) in 7th Destroyer Squadron, U.K. Base Port, Rosyth. Tentative date.
H.M.S. Grenville, early January, at Gibraltar, with Trials Crew for Home Sea Service.
H.M.S. Barrosa, January 5, at Devonport for trials. Commissions April 17 for Home Sea Service. Commissions for Foreign Service (Far East). July, 1962.
H.M.S. Lowestoft, January 8. Change of classification of Service. 5th Frigate Squadron. General Service Commission Med./Home (16 months), U.K. Base Port, Portsmouth.

H.M.S. Dundas, January 9, at Rosyth for Home Sea Service, 2nd Frigate Squadron. U.K. Base Port, Devonport.
H.M.S. Aisne, January 9, at Chatham, for General Service Commission (24 months). 7th Destroyer Squadron. U.K. Base Port, Portsmouth.

H.M.S. Loch Fyne, January 18, at Devonport, for General Service Commission, Middle East/Home (18 months), 9th Frigate Squadron. U.K. Base Port, Portsmouth. May be delayed.

H.M.S. Lynx, March, at Chatham. L.R.P. Complement.
H.M.S. Cassandra, April 2, at Singapore for Foreign Service (Far East). 8th Destroyer Squadron.
845 Squadron, April 10, at R.N. Air Station, Culdrose, for Home Sea Service/Foreign Service. Second Commando Carrier, Wessex.

H.M.S. Whirlwind, April 17, at Chatham for General Service Commission, West Indies/Home (24 months), 8th Frigate Squadron. U.K. Base Port, Portsmouth.

H.M.S. Victorious, April, at Portsmouth, L.R.P. Complement.
H.M.S. Brighton, May. Change classification of service. 6th Frigate Squadron. General Service Commission East of Suez/Home (21 months). U.K. Base Port, Portsmouth.

H.M.S. Defender, April, at Chatham. Increase from C. & M. party to L.R.P. complement.
H.M.S. Loch Alvie, April 25, at Chatham, for General Service Commission Home/Middle East (18 months), 9th Frigate Squadron. U.K. Base Port, Portsmouth.

H.M.S. Kirkliston, mid-January, at Devonport for Home Sea Service. 50th M/S Squadron. U.K. Base Port, Portsmouth. Portland, may be delayed.

H.M.S. Rame Head, March 22, at Chatham for trials.

H.M.S. Hermes, January 30, at Portsmouth, for General Service Commission, Home/East of Suez (24 months).

Steaming Crew. U.K. Base Port, Rosyth.

846 Squadron, May 8, for second Commando Ship, Whirlwind.

H.M.S. Llandaff, May 10, at Devonport for General Service Commission East of Suez/Home (20 months). 6th Frigate Squadron. U.K. Base Port, Devonport.

H.M.S. Whitby, May 24, at Rosyth for trials. General Service Commission, July 26, South Atlantic and South America/Home (24 months). 7th Frigate Squadron. U.K. Base Port, Portsmouth.

H.M.S. Loch Fada, May 24, at Chatham, for trials. Commissions June 26 for Home Sea Service at Chatham. 3rd Frigate Squadron and Foreign Service (Far East), September.

H.M.S. Protector, June, at Portsmouth for General Service Commission, Falkland Islands and Antarctic F.I.D. (24 months). U.K. Base Port, Portsmouth.

H.M.S. Caprice, March 26, at Singapore, for Foreign Service (Far East). 8th Destroyer Squadron.

H.M.S. Nubian, April, at Portsmouth for trials. Commissions for Home Sea Service September 11. General Service Commission Home/Middle East November, 1962 (18 months), 9th Frigate Squadron. U.K. Base Port, Portsmouth.

H.M.S. Dainty, June at Portsmouth. Increase from C. & M. party to L.R.P. complement.

H.M.S. Delight, June, at Rosyth. Increase from C. & M. party to L.R.P. complement.

H.M.S. Tartar, June, at Devonport for trials. Commissions December 11 for Home Sea Service. Commissions January, 1963, for General Service Commission, Home/Middle East (18 months). 9th Frigate Squadron. U.K. Base Port, Devonport.

H.M.S. Cook, September, at Singapore, for Foreign Service (Far East/Pacific).

H.M.S. Caesar, October, at Singapore, for Foreign Service (Far East). 8th Destroyer Squadron.

H.M.S. Lincoln, October, at Singapore, for Foreign Service (Far East). 3rd Frigate Squadron.

H.M.S. Loch Lomond, October, at Singapore for Foreign Service (Far East). 3rd Frigate Squadron.

H.M.S. Cambrian, October (tentative date), at Devonport for trials. Commission at Devonport, December for 8th Destroyer Squadron.

H.M.S. Leopard, November, at Portsmouth for General Service Commission, South America and South Atlantic/Home (24 months). 7th Frigate Squadron. U.K. Base Port, Portsmouth.

809 Squadron, July 17, at R.N. Air Station, Lossiemouth for General

Service Commission. Strike H.Q. Squadron, Buccaneer.

H.M.S. Ashanti, July. Change classification of service. 9th Frigate Squadron. General Service Commission, Home/Middle East (16 months). U.K. Base Port, Devonport.

801 Squadron, July 17, at R.N. Air Station, Lossiemouth, for General Service Commission. For Ark Royal, Buccaneer.

H.M.S. Albion, July, at Portsmouth for

Thank you, Leopard, for a lovely day

SIR.—Please forgive my audacity in writing to you directly, but your paper appears to be the most prominent medium through which I can say Thank You to Commander Hicks-Beach and the Ship's Company of H.M.S. Leopard for a great day of entertainment before they left South Africa, and so I should be very grateful if you could publish this letter in your next issue.

The H.M.S. Leopard's present commission in South Africa culminated in a Families' Day at sea, and the hundreds of citizens who were privileged enough to enjoy this trip on board cannot find words with which to express their appreciation of this unique form of entertainment.

The trip from Simonstown to Cape Town was the Royal Navy's way of saying thank you for our alleged hospitality during the H.M.S. Leopard's stay in our Mother City. This gesture is considered the more wonderful because the Royal Navy owes us no gratitude at all—the boot is rather on the other foot as it were. We open our homes to the Royal Navy for three reasons. The first one is of course that hospitality to a South African is the most natural thing in our everyday life. The second is that South African women are no different than the women of other countries and so "all the nice girls love a sailor."

Thirdly, and this is the most important reason of all, there are those of us who can never forget the outstanding gallant part played by the Navies of the Allies during the last war. In particular, we think of the Royal Navy with whom we have been associated for so very long. The sacrifices made are history, and the debt of gratitude that we owe the Royal Navy for her efforts in bringing the war to a close, in securing peace and in giving us our freedom, cannot be adequately described. So there cannot be talk of the Royal Navy owing us anything in return for our hospitality.

PLACE IN OUR HEARTS

While South Africa was a member of the British Commonwealth of Nations, we were, like all families, rather inclined to take each other for granted, but now that our connections with this family have been severed, we shall have to cultivate and court

LETTERS TO THE EDITOR

Leopard to make their ship of the Senior Service something of which everybody will be proud to say "Nothing ill can dwell in such a Temple."

Once more H.M.S. Leopard, thank you to the P.O.s' Mess for the lovely cocktail parties and, to all of you, for the day which will be remembered for a very long time by some very grateful South Africans.

God Bless You All. Yours, etc.—
BETTY SMITH, Cape Town.

Bluejacket Band

SIR.—I read your comments on the folding up of the "Pompey" Bluejacket Band with a very personal feeling of sorrow, for I was one of the first players when the band was formed in September, 1921.

I paid off the light cruiser Concord in August 1921 and the destroyer Tribune did the same. The Concord had a band of 11 and the Tribune, one of the few destroyers which could boast of a band, had one of seven players.

The first Bandmaster was S.P.O. "Jack" Toomey, ex Tribune, and I, because Stoker "Geordie" Hogg, a very fine cornet player from Tribune had to go sick in Malta, became the first "Solo Cornet" of the band.

The First Lieutenant of the Barracks, Lieut.-Cdr. Farquharson was appointed "Band President." There were originally about 30 volunteers and a "band mess" was formed and after a few days we marched to the Eastney School of Music to draw a full set of instruments.

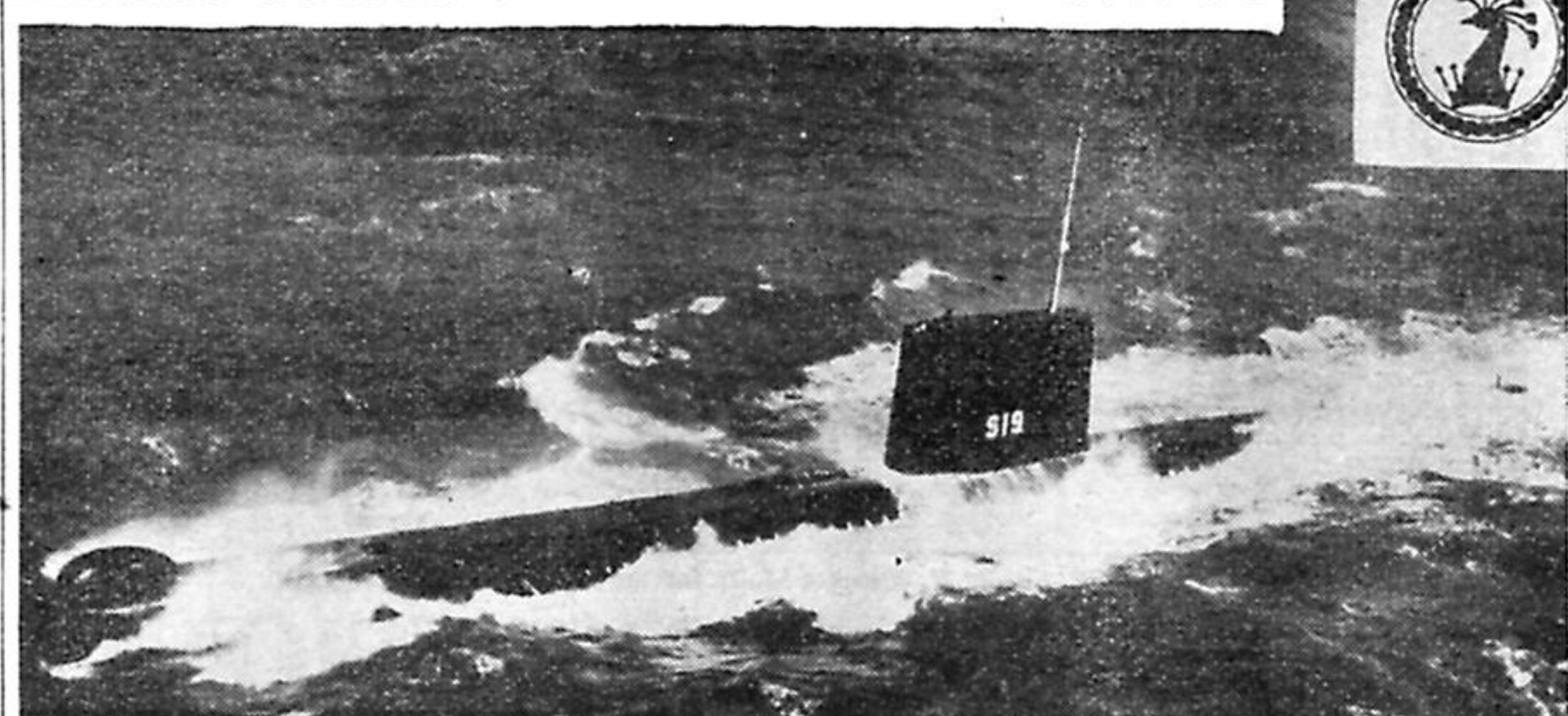
FIRST ENGAGEMENT

At a subsequent first practice it was discovered that three of those budding musicians had never had an instrument to their lips! Jack Toomey made them "stand erectors" and band sweepers.

SHIPS OF THE ROYAL NAVY

H.M.S. Oberon

No. 74



The first official engagement was the "Trafalgar Day Procession," 1921. Older Service men will recall the annual effort to raise money for Naval charities. At this stage it was realised that there was no "mace swinger." A broomstick was brought into commission and this was beautifully decorated with red, white and blue tape and a magnificent brass knob was put on the top.

The various establishments produced floats, tableaux, etc., but this time the Bluejacket Band headed the procession, followed by the Fire Brigade, the floats, etc. The reception was wonderful and the first official Bluejacket Band was a credit to the port.

I said that the band headed the procession. Well—not quite. At the Hippodrome that week the attraction was "The Great Carmo" and his animal circus. "The Great Carmo" wished to lend a hand and he lent his animals and attendants, all in their gorgeous uniforms, and so it came to pass that ahead of the band, at manoeuvring distance, were three camels and two elephants.

It was a wonderful day and the band went on from strength to strength. I remember many "Band Chums" particularly "Joe" Tipping, a trombone player who was lost in H.M.S. Hood.

My nickname in those days was "Dixie" and bands, both brass and dance, were my interests and even today, when the occasion arises, I can still give a couple of "hot licks" to the "Old Horn."

I am sure that all ex-matelots hope that there will be a last minute reprieve. Yours, etc., GEORGE MORRIS (ex-Chief Yeoman of Signals), Brixton, London, S.W.2.

'JIMMY BUNGS' THE COOPER

SIR.—I was given copies of "Navy News" for September and November by my nephew who is in the Royal Navy at Plymouth and the articles by Neptune were of great interest to me as they took me over a lot of old ground.

I joined the Navy in 1904 at Queenstown—the Aeolus. I was then 18, and I joined as a Cooper.

(Continued in column 4)

In 1905 I commissioned the Donegal, bound for China, but she went aground at the Suez Canal and returned to the depot. From 1907 to 1909 I was in the New Zealand in the Channel Fleet and in 1910 I commissioned the Newcastle for China, coming home in 1913.

I carried on with my Naval career until 1919 when I was demobbed from H.M.S. Temeraire.

Old-timers will recall the rating of Cooper—P.O. 1st class—known as "Jimmy Bungs."

In the part of Ireland where I live there is no branch of the Royal Naval Association and now I am the only ex-Naval man in this district's British Legion. As "Navy News" has so much to tell of the Old Navy as well as the New I would like to keep in touch and I enclose my subscription. Yours etc., MICHAEL SULLIVAN, Ballinamallard, Co. Fermanagh.

H.M. Submarine Oberon, name ship of the class, was built at H.M. Dockyard Chatham being launched on July 18, 1959 and completed in February, 1961.

The Oberons are practically repeat editions of the successful Porpoise class. They have improved detection equipment, capable of high underwater speeds and able to maintain continuous submerged speeds in any part of the world. They are equipped to fire homing torpedoes.

Other ships of the class are Ocelot, Odin, Olympus, Onslaught, Oracle, Orpheus, Osiris, Otter and Otus and two more have been ordered.

These submarines have a complement of 6 officers and 62 ratings.

Since the above photograph was taken the pennant numbers of submarines were changed to enable all the post-war built conventional submarines to bear numbers from S. 01 onwards. Oberon's new pennant number is S. 09.



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BUY A

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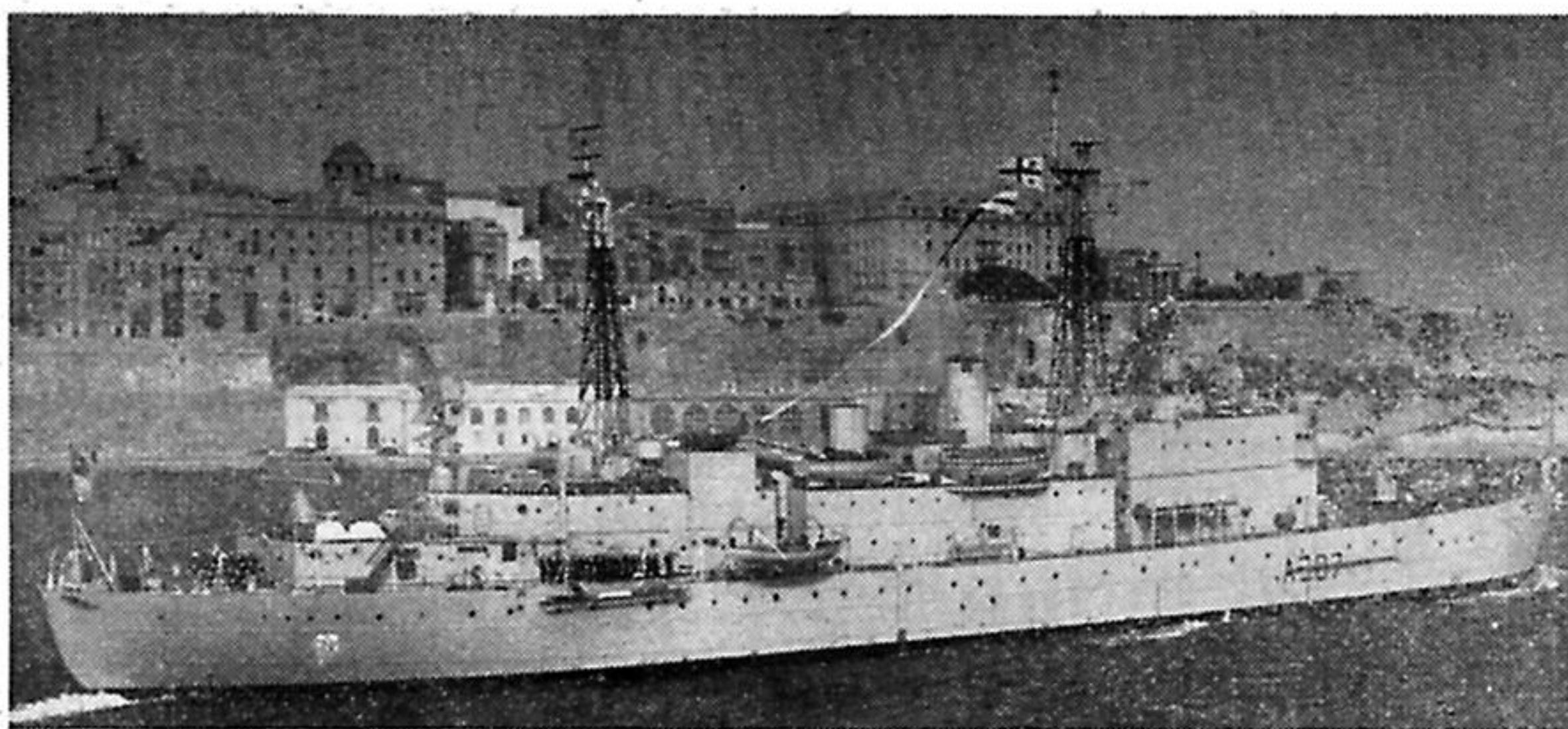
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POSTCARD photographs of the following H.M. Ships may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Cambria, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyl and Camperdown.

(Albums to hold 64 postcards may be obtained from the Editor, price 8s. 6d. post free.)



H.M.S. Girdle Ness leaves Malta for the United Kingdom.

SUCCESSFUL CONCLUSION OF SEASLUG TRIALS

Best surface-to-air missile

THE Royal Navy's medium-range guided missile Seaslug is now ready for service with the Fleet. Years of development have culminated in a most successful series of acceptance trials from the Navy's trials ship, H.M.S. Girdle Ness, off Malta.

In the recent series of firings, 90 per cent of missiles intercepted the target, and had live warheads been fitted, the target would undoubtedly have been destroyed. The most outstanding aspect of this missile is its degree of reliability which is unmatched by any other missile in the world today. Seaslug has been subjected to the most rigorous environmental tests including extremes of temperature, damp and vibration. It has been transported by sea and air to Malta, and has been fired by H.M.S. Girdle Ness at a wide variety of targets. In the final series of trials, radio-controlled Canberra aircraft at great heights have been used as targets, and on no occasion did the missile fail to intercept. Other successful firings have taken place at aircraft flying low over the surface of the sea.

It can be stated with confidence, therefore, that when it is embarked in the County class guided weapon destroyers, Seaslug will be the best shipborne surface-to-air missile at sea in the Western world.

HUNDREDS FIRED

H.M.S. Girdle Ness returned to Devonport to pay off on December 5

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer Engineering Mechanic
KX 853861 D. G. Alford, KX 891546 R. Horner, KX 108055 J. Adair, KX 96685 A. Cunningham, KX 859545 H. Millard, KX 526880 C. Smith, KX 880833 T. D. Trotter, KX 165576 K. E. J. Rout, KX 868641 T. A. Race, KX 851559 W. Price, KX 816153 C. N. Andrews, KX 724693 A. W. Buckland, KX 710360 G. E. Simmons, KX 720762 T. J. Parker, KX 769732 K. Carruthers, KX 903075 A. F. Tuthill, KX 771119 B. W. J. Holley, KX 846382 V. W. Park.

To Chief Radio Communication Supervisor
JX 371380 D. T. Morris, JX 156234 J. S. Hindson, JX 371626 J. Gill, JX 661009 J. D. Harden.

To Chief Radio Electrician
MX 879215 W. B. Bell, MX 895413 P. M. Regular, MX 850553 E. G. L. Drewry, MX 864153 R. Prosser, MX 833684 D. Hunt.

To Chief Petty Officer
JX 156004 J. D. Power, JX 166428 W. J. Harvey, JX 661351 A. G. Smith, JX 581916 B. L. Davey, JX 842294 A. E. Feasey, JX 194779 E. A. Gosden, JX 150937 J. R. Stiff, JX 371568 R. N. Tedder, JX 863654 H. Brown, JX 153088 T. G. Cole, JX 177267 L. A. Hance, JX 177339 S. A. Edwards, JX 820153 R. Elliott, JX 929226 E. A. C. Wells,

Also perfected during the recent trials has been a system of missile maintenance. Personnel training has likewise received considerable attention, with the result that the ship's company will provide an invaluable nucleus of guided missile experience for the operational Fleet.

In command of H.M.S. Girdle Ness (10,000 tons) is Captain P. G. Lachlan, M.B.E., R.N., who lives in Haslemere, Surrey. The ship's company consists of 35 officers, 380 ratings and 21 members of the Royal Naval Scientific Service and the R.N. Photographic Service.

Advancements

JX 635972 H. R. Jenner, JX 160421 S. W. Breeds, JX 157607 J. Smart, JX 194807 S. J. Laroche, JX 371486 D. E. Hayball, JX 802533 J. B. Brooks, JX 177403 R. L. Bootie, JX 646212 J. W. Johnson, JX 153613 R. Rogers, JX 163628 T. F. Welch.

To Master-at-Arms
MX 715782 R. D. Chiverton, MX 802877 W. Bolt, S01030 A. J. Brock.

To Chief Petty Officer Electrician
MX 929203 J. A. Smith, MX 803622 A. R. Mason, MX 853586 F. A. Holberry, MX 892742 J. A. Brook, MX 795907 R. A. Lewis, MX 833602 J. S. Thomson, MX 646458 H. J. Smith, MX 856032 D. G. Elliott, MX 712189 T. L. Pike.

To Chief Communication Yeoman
JX 667832 A. J. Kearns, JX 581040 A. M. Collins, JX 159736 B. F. Davies.

To Acting Chief Electrical Artificer
MX 857525 M. J. Forsyth, MX 667724 P. Oldfield, MX 857625 M. Harvey, MX 888518 J. W. B. Moss, MX 888848 P. B. Pitchell.

To Acting Chief Engine Room Artificer
MX 855850 P. C. Bolton, MX 857511 E. P. Childs, MX 70569 A. Jopson, MX 855684 A. J. Blyth, MX 855697 T. D. Clegg, MX 857457 R. B. Watts, MX 857387 L. W. Martin, MX 855584 R. C. F. Booker, MX 857527 F. R. Lawson, MX 857389 J. K. Medlen, MX 857536 C. I. Jamieson, MX 857574 D. Rigby, MX 916156 M. Bee, MX 935642 J. F. Tebbs, MX 857589 K. G. Shorter, MX 857472 T. Ashman, MX 855876 A. L. Annear, MX 857448 J. Tinker, MX 857415 W. E. Ranyard, MX 857447 R. Thorneycroft.

To Sick Berth Chief Petty Officer
MX 833383 D. G. Fearnley, MX 816617 D. K. Blake, MX 830707 J. R. Wyburn, MX 879007 P. A. Bartlett.

To Chief Petty Officer Cook (S)
MX 61882 H. Duncan, MX 61657 W. G. Denton, MX 816450 D. J. Evans, MX 658325 C. J. W. Cook, MX 857911 A. S. Diment, MX 893121 G. Henderson, MX 64533 C. Nalbrett, MX 851312 A. J. Birch.

To Chief Petty Officer Steward
MX 832356 R. J. Smith, LX 782282 B. L. Cooper, LX 22197 M. W. Casey, LX 862888 F. C. Ellis.

To Chief Petty Officer Cook (O)
MX 106106 E. Winter.

To Stores Chief Petty Officer (S)
MX 861297 J. W. Rawlings, MX 122739 D. F. W. Welch.

To Chief Petty Officer Writer
MX 771908 B. E. Tredary, MX 700328 P. N. Oates, MX 832456 J. E. Davidson, MX 853136 G. Heath, MX 872079 D. Faulkner, MX 811692 G. Conway, MX 896647 G. C. Cook, MX 896629 I. K. Brooks.

To Stores Chief Petty Officer (V)
MX 801462 G. B. Stephens, MX 739913 P. B. C. Dawson.

To Acting Chief Mechanician
KX 880279 J. F. Redshaw, KX 853312 W. Cassell.

To Chief Shipwright Artificer
MX 75833 K. P. Templeton.

To Acting Chief Radio Electrical Artificer
MX 887911 J. M. Welch.

To Acting Chief Aircraft Artificer (A/E)
FX 861047 J. Weaving, FX 668631 W. A. L. Barnett, FX 669378 R. J. Dunn.

To Acting Chief Aircraft Mechanician (A/E)
FX 772479 F. H. Stanford, FX 789362 J. Wright, FX 838156 R. E. Bush, FX 8491 P. G. Bailey.

To Chief Air Fitter (A/E)
FX 816434 G. Sherratt, FX 817312 McDowell, FX 817488 R. Hawkebridge, FX 821304 A. E. Wallace, FX 816494 R. Penney, FX 817467 K. Westworth, FX 8163 H. W. Connell, FX 838254 B. F. Lancast, FX 741166 E. A. Crow, FX 816397 D. H. FX 534359 R. Andrew, FX 816673 D. D. Fowler.

To Chief Air Fitter (O)
FX 772049 W. Cowan, FX 592657 L. Tibbs, FX 817375 D. Quatermaine.

To Chief Airman (AH)
FX 774836 P. R. Dear, FX 661187 M. Miller, FX 670671 L. Shenton, FX 670526 Alnwick, FX 670394 A. A. Walters.

To Chief Airman (SE)
FX 867923 H. P. Bassett.

To Chief Airman (PHOT)
FX 86849 D. J. O. Evans, FX 670344 R. Pugh, FX 740004 W. L. Pagdin, FX 8345 G. J. Clements.

To Chief Airman (MET)
FX 854354 E. J. Bell.

To Chief Electrician (Air)
FX 817383 D. Smith, FX 846874 A. Parkin, FX 817713 G. R. Taylor, FX 817552 Flack, FX 834142 J. P. Mackay.

To Acting Chief Radio Electrical Artificer (AIR)
FX 855710 P. G. Dowty.

To Chief Radio Electrician (AIR)
FX 846224 G. L. Hannaford.

SHARPSHOOTERS



The W.R.N.S. 'A' .22 team, H.M.S. Sanderling, Wren Irvine, First Officer Talma, W.R.N.S., P.O. Wren Low (Captain) and Wren Bennett, who succeeded in winning the Station inter-department knock-out competition, in which 60 Naval and W.R.N.S. teams took part. P.O. Wren Low made the individual highest score and the team made the highest aggregate score.

Royal escort back home

H.M.S. Solebay (Captain J. Smallwood, R.N.) returned to Portsmouth on December 15 to give leave after six weeks away from U.K. on Royal Escort duties in West Africa. The escort consisted of H.M.S. Solebay, H.M.S. Saints (Commander M. J. Porter, R.N.) and H.M.S. Jaguar (Commander D. J. Goodhugh, R.N.).

The ship sailed from Portsmouth on November 4 for Ghana. A stop of four days was made at Las Palmas in the Canary Islands to bring the ship up to the high standard of smartness required for her special duties.

She led the escort squadron into Takoradi on November 18 for a two day visit prior to Her Majesty's departure from Ghana from that port.

The tour thereafter consisted of a day's courtesy visit to Monrovia, the port and capital of Liberia, six days at Freetown, Sierra Leone, and three days at Bathurst on the Gambia River.

Although conditions on board the ship in the hot humid weather of the West African Coast were difficult, officers and men greatly enjoyed this Royal cruise. They attended several functions at which Her Majesty was present including two Durbars (or

Gathering of Chiefs), one of them being 70 miles up country.

The ship's divers carried out a salvage operation 50 miles up country in the Sierra Leone jungle. They spent a hard, but interesting day removing a van from the middle of a muddy river. The river was 150 yards wide, lined with jungle in which monkeys and snakes were seen, and the depth of water into which the van had plunged was 34 feet. A careful watch was kept for crocodiles, but fortunately none were seen.

Altogether it has been a memorable cruise and a great honour to be one of the Naval Escort for Her Majesty the Queen's tour of West Africa. Christmas Leave has been well earned and no doubt many a Christmas parcel contained coconuts, ivory animals, wood carvings and perhaps a crocodile skin bag.

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The Royal Malayan Navy has ordered six 25-knot patrol boats from Messrs. Vospers Ltd., of Portsmouth. The contract for these boats is £1,000,000.

TERROR MEN HELP SAVE THE TURTLES

SAILORS, from H.M.S. Terror—the Naval Base in Singapore—accompanied by students from the University of Malaya, recently took part in "Operation Turtle." This was an attempt to save the rare leather-backed turtle from extinction. The giant turtles, weighing over half a ton and as much as eight feet long, nest mainly on a short stretch of beach in the State of Trengannu. Leather-backed turtles have never appeared as soup on the menu of a Lord Mayor's banquet but their eggs are much sought after as a delicacy by the local Malayans.

When the turtles leave the sea and make their slow sobbing climb up the Tregannu beaches to lay their eggs the natives are waiting for them. The eggs are laid in batches of over a hundred in nests dug deep in the golden sand. But despite the efforts of the female turtle to camouflage her nest hardly an egg escapes the hungry eyes of the Malays.

There has been much concern in the country that, if this practice continues the leather-backed turtle will die out completely.

THOUSAND MILES DASH

During July this year members of the Malayan Nature Society spent a week on the beaches. They collected over 9,000 eggs and re-buried them in special hatcheries. In mid-August the baby Turtles, weighing little more than an ounce, began to hatch out. The sailors from Singapore travelled across rivers and through jungle in

a week-end dash of over 1,000 miles to help protect them and give them a chance of getting out to sea.

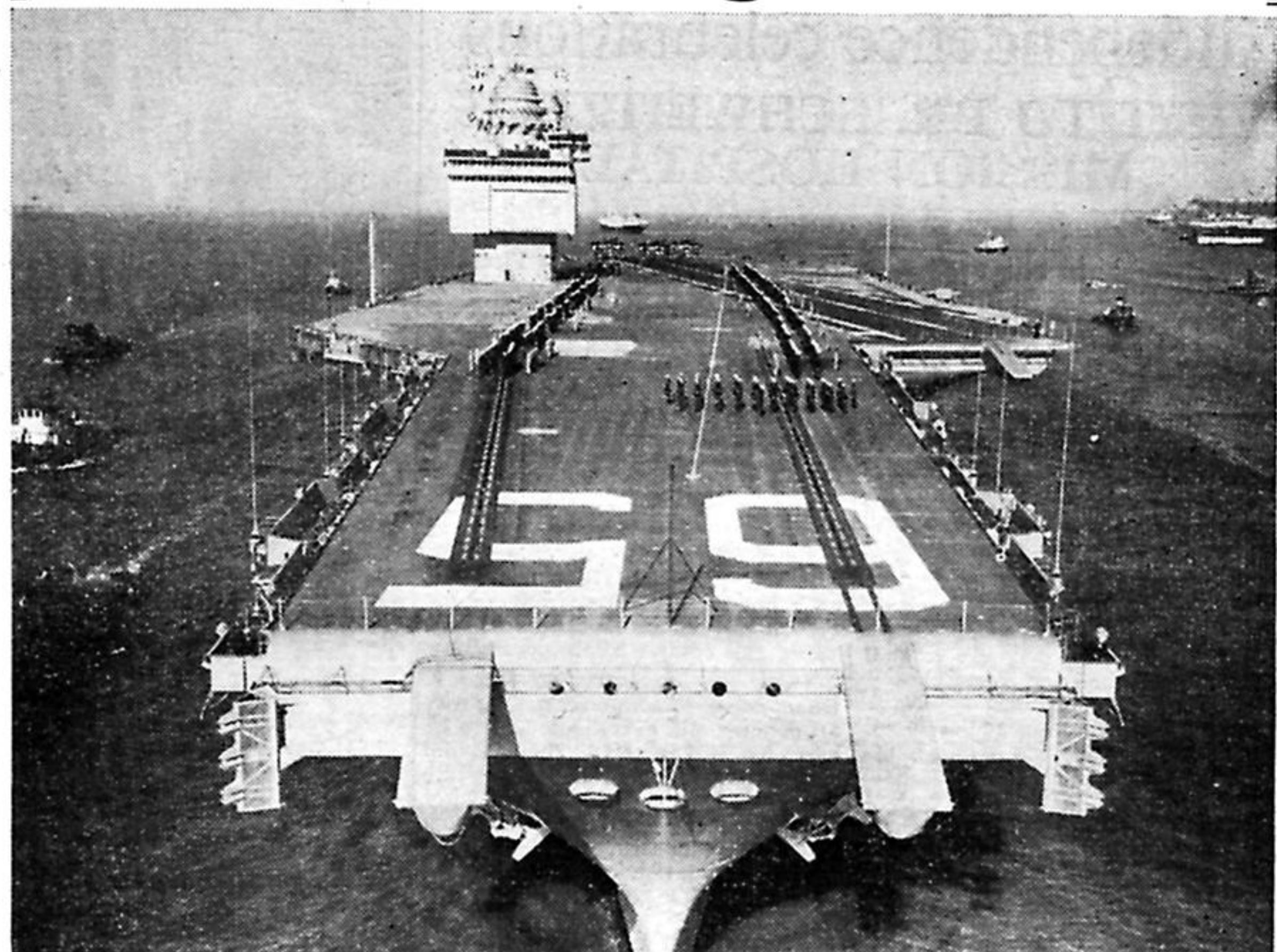
The Navy lads camped on the beach and very soon made friends with the Malays from the nearby kampong. They spent the night patrolling the beach in a tropical thunderstorm counting and observing turtles. As the sun rose from out of the South China Sea they donned aqualungs and prepared to accompany the adult and baby turtles into the water. All this with the aim of finding out as much as possible about these animals of which so very little is known.

EGGS HATCHED

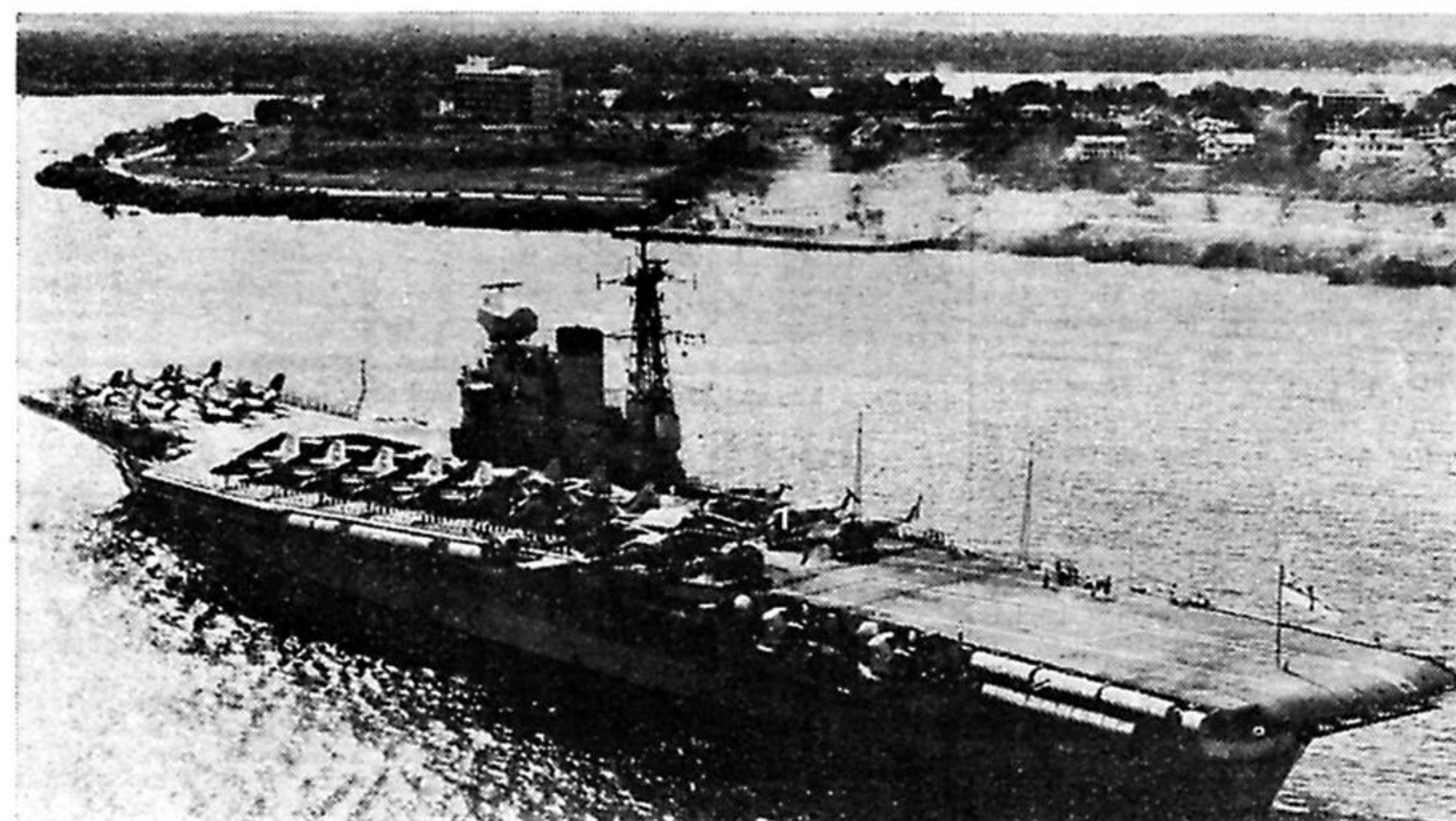
Lieutenant D. Lynd, R.N., who led the team, said the operation was entirely successful and if it could be repeated each year there would be hope for the continued survival of the largest of all living turtle species. Lieutenant Lynd took a number of eggs back to Singapore and succeeded in hatching some of them—an achievement which caused a considerable stir in local naturalist circles. These baby turtles have now been presented to the Marine Zoology section of the University of Malaya for further observation and study.

Young Navy Writer Barry Allerton of Kirkdale, Liverpool, who managed to snatch six hours sleep during the four-day operation, summed the week-end up as "Tough and gruelling. I wouldn't have missed it for anything."

Acres of Flight Deck



The impressive picture of the world's largest aircraft carrier (displacement over 85,000 tons full load), the United States Ship Enterprise, gives an idea of the four and a half acres of flight deck—big enough to take the two Queens side by side. Her nuclear propulsion plant would allow her to steam for five years without refuelling and her cruising range is equivalent to twenty times around the world. Her complement is about 4,600 officers and men, and the number of aircraft she can carry is about 100 (more or less according to size and type). Maximum speed of the Enterprise has not been stated but on her trials she outpaced easily a United States destroyer.



H.M.S. Victorious arriving at Mombasa on November 22 to help in the East African Flood Relief.



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Victorious Home FIFTY WEDDINGS

AFTER nearly one year's service East of Suez, H.M.S. Victorious returned to Portsmouth on December 19. Since she left England last January the carrier has steamed 83,000 miles, spending 222 days out of 333 away actually at sea.

For three months Victorious stood by for the Kuwait emergency, steaming 30,000 miles in the extreme heat of a Persian Gulf summer. In the 92 days of her stand-by, H.M.S. Victorious was at sea for 75—a high rate of sea-time even by wartime standards.

As reported in the December issue of "Navy News" the carrier was diverted to Mombasa for Kenya flood relief work and many of her helicopters operated a flying doctor service and casualty evacuation operation from a specially constructed jungle heliport.

Included in the ship's company are 50 retrospective bridegrooms who were expecting to get married during the leave period.

Admiral Sir Caspar John, G.C.B., First Sea Lord and Chief of Naval Staff, visited the Pakistan Navy from October 24 to 29, and the Indian Navy from October 29 to November 3, at the invitation of the respective Chiefs of Naval Staff.

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H.M.S. DIANA'S 55-DAY WEST AFRICAN CRUISE

Southern Cameroon's independence celebrations VISIT TO DR. SCHWEITZER'S MISSION HOSPITAL

(BY NAVY NEWS CORRESPONDENT)

H.M.S. Diana was temporarily detached from the Mediterranean Fleet for nearly two months from the middle of September, in order to be present at the Independence Ceremonies of the British Trust Territory of the Southern Cameroons. The ship left Malta on September 15 returning on November 9. During the 55-day cruise the ship steamed 11,000 miles and those on board spent some £3,500.

We arrived at Bota, the seaport of the Southern Cameroons on September 29 after a passage of 4,600 miles and a 2-day stop at Freetown. We soon made our first acquaintance with the West African bumboatmen, offering weird carvings, bananas and even monkeys in exchange for money, old clothes and cigarettes. At Freetown one enormous man in a tiny canoe, a loin cloth, a top hat and nothing else paddled round and round the ship singing "God Bless the Prince of Wales" to an admiring audience.

The ceremonial departure of Mr. J. O. Field C.M.G. (the retiring Commissioner) took place on September 30 with guards paraded by the Cameroon forces and the Grenadier Guards, enormous Hausas playing traditional bugle music, and the firing of a 15-gun salute by the ship. Mr. and Mrs. Field were disembarked at Lagos and Diana then sailed for Santa Isabel, Fernando Po. This beautiful and prosperous island with its 10,000 foot peak is a province of Spain although only 240 miles north of the Equator.

SPANISH HOSPITALITY

The traditional Spanish hospitality was much in evidence: daily at 1400 a little double-decker bus would leave the ship for a tour of the banana and cocoa plantations and daily at 1930 the bus would return the tourists, intriguing the inhabitants of Santa Isabel by their rendering of the Oggie, Song.

After a five-day visit it was time to go on our travels again and on the morning of October 11, we awakened the populace of Doula, the commercial capital of the Cameroon Republic, a former French colony and now a member of the French community, with a 21-gun salute. Fearsome noises and showers of sparks from an old French 75 (vintage 1895) returned the salute and completed the awakening.

There was a curfew in force in Doula owing to some terrorist activity up country and everybody had to be back by 2130 nightly. This did not prevent parties from visiting a brewery (twice) a soap factory, a hydroelectric scheme and an aluminium plant, while the Mayor and Corporation gave a lavish reception for 150 ratings.

VISIT TO LAMBARENE

The final visit on the West African coast was to Libreville, the capital of the Republic of Gabon, another member of the French community.

The highlight of this visit was the visit by the Captain and a party of 22 officers and ratings to Dr. Schweitzer's famous mission hospital at Lambaréne: The Gabon Government provided the party with a DC-3 to fly them to Lambaréne. The party was met by Dr. Schweitzer himself and shown all over the hospital or, more accurately the village, for one of his principles is that his patients must be free to bring some of their family with them, to live with them and cook for them while they are



Captain G. J. Kirkby, D.S.C., R.N., talking to Dr. Schweitzer.

being treated. Thus the population of the village averages 1,000-1,200 of whom about 400 are patients.

They all live in big airy wooden huts under conditions which are no doubt luxurious by their standards if slightly unhygienic by ours. Nevertheless the medical facilities are excellent and Dr. Schweitzer and his staff are obviously highly successful in their war against disease and suffering. While at Lambaréne the captain presented Dr. Schweitzer with a donation of £20 from the Welfare Committee.

CROSSING THE LINE

We sailed from Libreville on October 20 and proceeded south to cross the line. The weather was so foul on the first day that King Neptune had to postpone his visit until the next day (Trafalgar Day), when he was received and honoured in the traditional manner. The captain who, in 25 years of seagoing had only crossed the line by air, headed the long procession of novices through the bath.

After another brief whistle-stop at Freetown, we paid our final visit, to Las Palmas. This was a magnificent rabbit run—a 3 lens, 4 speed, 8 millimetre cine camera complete with pistol grip, case and exposure meter was bought for £11. And it works! We spent a lot of money in Las Palmas.

H.M.S. Diana arrived back in Malta on November 9, having stopped en route to look for survivors from the Clan Keith which blew up on November 5. Regrettably we only found one unidentified body which was buried at sea.



Mr. and Mrs. Wu Hsi Chang and their family of eight.

BELFAST'S GIFT OF £250 BOUGHT HOUSE, FURNITURE AND PIGS!

space occupied by a Chinese family of ten.

As a result of the tour of the Wanchai area the Ship's Company decided to buy a house for the family and resettle them in a new village on the Kowloon side of the Colony. A collection was made and £250 was raised to pay for the house which has been built at Sai Kung.

FAMILY ENTERTAINED

H.M.S. Belfast paid a second visit to Hong Kong in November and members of the Ship's Company had the opportunity to visit the Chinese family in their home. The Commanding Officer of H.M.S. Belfast, Capt. Morgan Giles, D.S.O., O.B.E., G.M., R.N., accompanied a representative party of officers and ratings and presented a ship's plaque to the family.

On the following day Mr. and Mrs. Wu Hsi Chang, together with their eight children, visited the ship and were entertained to tea in the Junior Ratings Dining Hall. As they left the ship gifts of clothing and toys were presented to the family.

The sum of £250 collected by the men of H.M.S. Belfast paid for the house, a small quantity of furniture and also for a pig sty and pigs. There is a small garden with the house and this is being cultivated with the assistance of the Lutheran World Federation.



Triumph! The truck on shore again. (See Solebay story on page 4.)

Portland's founder president dies

INFORMATION has been received that Capt. G. L. MacLennan, O.B.E., Royal Navy (Rtd.), Founder President of the Portland branch of the Royal Naval Association, has died after a long illness.

"Captain Mac," as he was affectionately known by the members of the branch, will be greatly missed. He was a kindly gentleman who took a keen interest in all branch affairs, and his wise counsel and advice was of great benefit to the branch.

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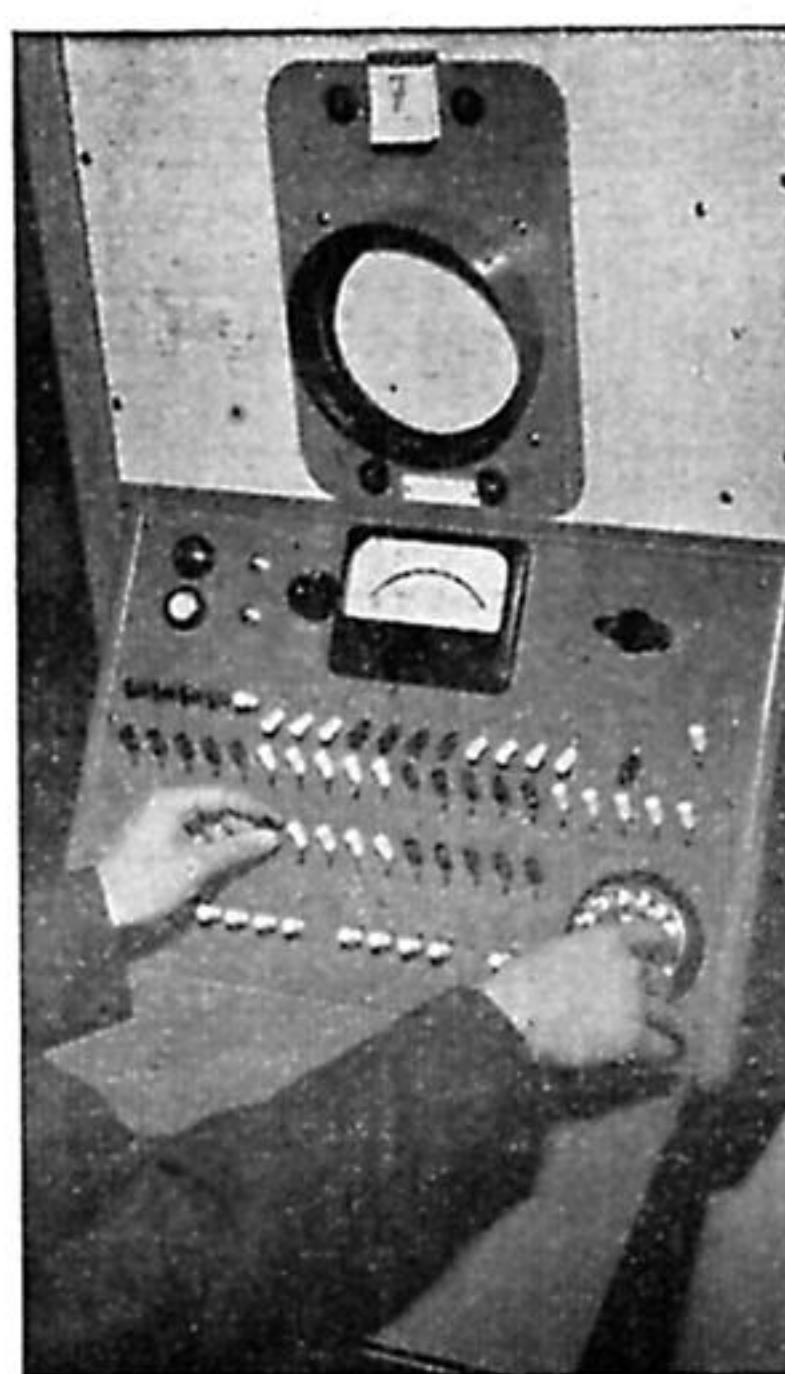
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Troubridge and Vidal at Bermuda

H.M.S. Troubridge (Cdr. T. A. Q. Griffiths, R.N.) and H.M.S. Vidal (Capt. C. R. K. Roe, D.S.C., R.N.) were at Bermuda for the recent talks between the Prime Minister and the President of the United States.

Troubridge was wearing the broad pennant of the Senior Naval Officer, West Indies, Commodore J. E. L. Martin, D.S.C., who is also the N.A.T.O. Commander, Bermuda.

The two ships provided communication facilities and members of both ships' companies, together with a small party of Royal Marines of 43 Commando undertook security duties at Government House.

H.M.S. Vidal is the Navy's most modern survey ship and H.M.S. Troubridge is a fast anti-submarine frigate. Both ships were engaged on emergency relief work in British Honduras following hurricane damage.

SPORTS QUIZ—ANSWERS

1. 1938 Arsenal v. Preston; 2. Bradford in 1920-22; 3. Notts County; 4. Brazil; 5. Iolande Balas; 6. Harry Greb; 7. One—Bob Fitzsimmons; 8. Sir Aubrey Smith; 9. H. Makepeace; 10. Mahmoud, 1936. 2 min. 33 4/5 secs.

Still in step

Naafi has taken a bold step into the front ranks of progressive commerce with the installation of an electronic computer in its modern warehouse at Krefeld, Germany.

Linked with punched tape machines and a battery of teleprinters, the computer produces indents, invoices and stock figures; solves arithmetical problems in thousandths of a second; cuts out tedious clerical work and provides valuable information at the time it is most needed.

Another type of computer has become Naafi's "Paymaster General" and will progressively take on more routine duties dealing with warehouse stocks and issues in the United Kingdom.

One more example of Naafi's aim to keep in step with the Rocket-age Services.

NAAFI plans ahead

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H.M. Forces' Official Trading Organisation

'The Bride' has returned home for scrapping

SHIP AWAY FROM U.K. 16 YEARS

'Off the map' islands visited

FEW brides can have travelled half a million miles—few brides have never been home for 16 years—yet H.M.S. St. Brides Bay, affectionately known as "The Bride" by all who know her, has done just that.

Since she left Britain straight from the builder's yard on July 28, 1945, this frigate, last of the 20 "Bay" class still in commission, has never returned to the United Kingdom, in fact she has not been further west than Suez since 1949.

Commanded by Cdr. J. O. Roberts, R.N., the ship completed her "Bridal Path" when she arrived at Portsmouth on December 14 to pay off and eventually to wend her way to the breaker's yard.

Successive crews have all joined the ship overseas and at the end of the commission have returned by air or troophip.

ATTACKED IN YANGTZE

1946 found St. Brides Bay tidying up the aftermath of war in the Mediterranean this was followed by two years employed on the unpleasant task of patrolling to prevent illegal immigrants entering Palestine. At the end of 1949 the ship moved eastwards, to join the Far Eastern Fleet at the time of the incident over H.M.S. Amethyst when she was attacked in the Yangtze River by Chinese Communist forces. The following year saw the beginning of the Korean War, and St. Brides Bay was involved for the next four years in patrolling and escort work in that area, she also carried out many bombardments of shore positions.

Since 1955 St. Brides Bay has taken part in the normal peacetime cruises carried out by ships on the Far East Station. Considerable time has been spent in the Malayan and Borneo theatres, with regular visits to Hong Kong and Japan. More recently Australia and New Zealand have been visited. A short spell in the Persian Gulf in September 1958 resulted in St. Brides Bay being "on the spot" when the two tankers "Melika" and "Fernand Gilbert" collided off the Arabian coast. In conjunction with three other naval ships, St. Brides Bay helped to tow both tankers to safe anchorages.

SOUTH SEAS CRUISE

Perhaps the highlight of the present commission, which began in Singapore in July, 1960, was a cruise of 14,000 miles in the Pacific Ocean visiting nine South Sea Islands. It is difficult to think of a more pleasant

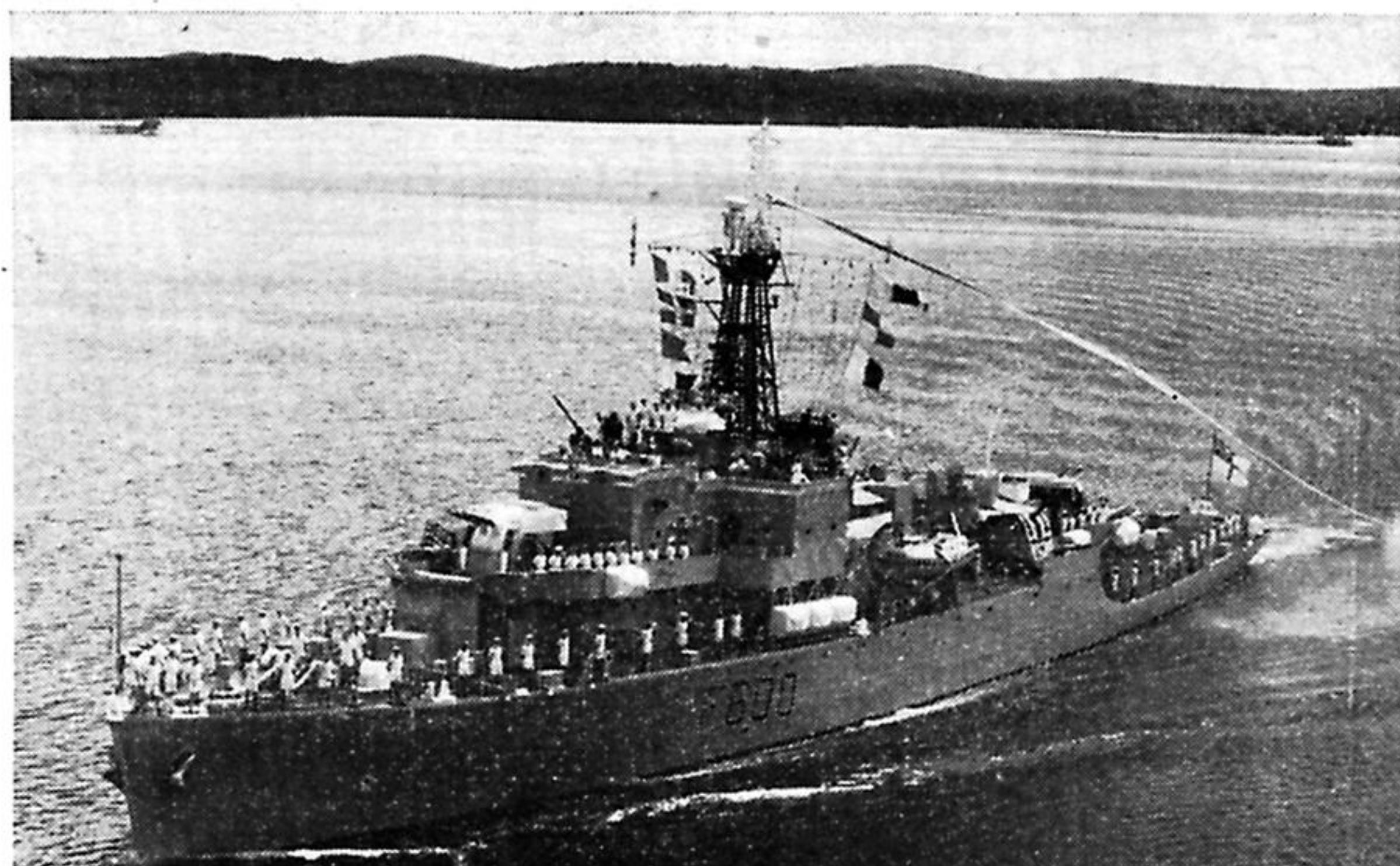
place to spend the months of December, January and February, than the South Pacific, where, for this ship's company, the golden beaches, backed with gently swaying palm trees, the grass skirts and the haunting music all came to life. New Caledonia, Fiji, Samoa and Honolulu were all included and then on to a selection of the Gilbert and Ellice Islands (made famous by the book of "A Pattern of Islands" by Sir Author Grindle) some of which had not been visited for 30 or 40 years. The warm welcome at these "off the map" islands included a feast, a display of dancing at the end of which everyone joined in, a present, consisting of a model canoe, grass skirt, fan, basket or walking stick for nearly everyone who went ashore and if time permitted there was invariably a soccer or cricket match. The experience of this cruise was a rare privilege these days, and one never to be forgotten.

Another incident in the commission was an anti-piracy patrol off the coast of Borneo, which resulted in the capture of 10 pirates, all of whom were sentenced to 12 years' imprisonment. As the patrol had begun with the finding of a pirate victim, with one dead and six injured onboard this success was doubly satisfactory.

VISIT TO TOKYO

Other pleasant features of the last 17 months have been a visit to Tokyo and two cruises round Australian ports. While in Australia, 10 officers and ratings hitch hiked a total of 1,000 miles, moving overland from one port to another when the ship steamed round. There have been many opportunities for similar expeditions on land; or at sea in a sailing whaler for a week, to develop the youngsters' confidence and initiative. And finally, the homeward passage has taken the ship to Colombo, Aden, through the Suez Canal, to Malta and Gibraltar.

Few ship's companies in recent years can have had as interesting a commission as the present one in St. Brides Bay. Often operating thousands of miles from the rest of the Fleet, her role has given the crew a sense of independence and self-confidence. Crossing "The Line" on eight occasions, and the Date Line twice, is quite an achievement for a lad of 18 to come



H.M.S. St. Brides Bay, paying-off pendant proudly flying, leaving Singapore for home. The ship arrived at Portsmouth on December 14.

home to tell his parents about. Thirteen of the crew were under 17 at the beginning of the commission, the youngest being 16, and had never been out of England; now they have travelled over 50,000 miles and visited 20 different countries.

During her 4,979 days of uninterrupted foreign service, logging up nearly half-a-million miles, the ship has used 93,560 tons of oil fuel—enough to take a London bus to the moon and back three times. Food consumed has been 2,441 tons—or one-and-a-half times the weight of the ship. About 21 million cigarettes have been smoked since the ship commissioned at a cost at shore prices—roughly the same as it cost to build the ship in 1945. £1,777,000 has been paid to the ship's companies over the years—about £64,000 finding its way back to the Department for Inland Revenue. About £150,000 has been spent on stamps to send some 5 million letters.

A NINE-INCH "SET"

Arriving with the ship is Chief Electrician Leonard Langdon, of South Shields. He is 15½ stones and nearly twice as heavy as the ship's lightweight—A.B. Neil Bonham of Birmingham who started the ship's last commission at barely 7 stone. The man with the longest beard is L./Sea. "Polly" Parrott, of Londonderry, who has grown a 9-inch "set" since joining the ship.

The frigate had probably more tattooed sailors on board than any other ship on the Far East Station. It is estimated that the 107 tattooed men on board outnumber any other ship's company by two-to-one, and A.B. Frank Vennell, of Clacton-on-Sea holds the record with 26 different tattoos.

St. Brides Bay's place in the Far East has been taken by a newer frigate, but long after she has become a heap of metal the memory of her will live on in all those who have ever served in her all over the world.

ELEVENTH OBERON ON THE STOCKS

THE keel of the eleventh Oberon class submarine was laid on December 21 at the Birkenhead shipyard of Cammell Laird & Co. (Shipbuilders & Engineers) Ltd. This boat will eventually be named the Opossum.

The main propulsion machinery, consisting of Admiralty Standard Range diesels, will be built in the Royal Naval Dockyard, Chatham, and the main generators, motors and control switchgear will be supplied by the English Electric Co. Ltd., of Stafford.

This latest Opossum will be the sixth to bear the name. The last one was a sloop of the Black Swan class, built in 1943-45, and reclassified as a frigate in 1947. She was disposed of in 1960.

Messrs. Vickers-Armstrongs (Shipbuilders) are to build a 100,000-ton tanker for B.P. Tanker Company Ltd., at Barrow-in-Furness. The super tanker is due for completion in 1965.

NAVY CYCLISTS HOPES

TO encourage the younger rider, the Royal Navy Cycling Association promoted a 25-miles time trial in 1961, and it was such a success that it is to be continued this year, together with an event at the distance of ten miles.

This year will also see the introduction of events promoted by the Combined Services Cycling Association. The R.N.C.A. has always had to face the problem of smaller membership, but in 1962 it is hoped that with the loss of many hundreds of National Service men who provided the bulk of the riders for the Army and R.A.F., the Navy blue jerseys will be out in front.

£1,777,000 has been paid to the ship's companies over the years—about £64,000 finding its way back to the Department for Inland Revenue. About £150,000 has been spent on stamps to send some 5 million letters.

climb, but in so doing claimed the Individual Points Trophy.

During the season which has just ended, one Association record was broken by Marine Pearce, of J.S.A.W.C., Poole, who rode the magnificent distance of 242 miles, 530 yards in 12 hours to beat the existing record by two miles.

The Secretary/Treasurer of the R.N.C.A. is Eng. Sub-Lieut. I. D. Tilbury, R.N., of H.M.S. Collingwood, and he is assisted by S.C.P.O. (S) J. H. Clarke, of H.M.S. Condor. These gentlemen, together with R.E.M. (A) Wilkinson, racing organiser, and Wren Wilkinson (née Nicholls), of H.M.S. Ariel, will be pleased to answer any questions on cycling.

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Super-Dreadnoughts on show at 1911 Review

GOLD SOVEREIGNS WOULD NOT BUY DISCHARGE

Leading Seaman at an extra twopence per day

(In the December issue of NAVY NEWS, Neptune told of his time in H.M.S. King Edward VII, evolutions at Portland, how he started a 'jewelling firm' and night defence stations).

H.M.S. KING EDWARD VII was a happy ship. Coaling never appeared to be irksome, but rather fun. The competitive spirit which existed so strongly between different parts of the ship, was developed mainly by Captains of Tops, encouraged by the Officers of Divisions. Whilst each part of the ship was out to beat all others, collectively. They were keen to break records. When coaling, much depended on the type of collier, and whether bulk had to be broken. A report had been received that H.M.S. Queen in the Mediterranean had succeeded in averaging over 400 tons per hour.

On General Drill days, evolutions were carried out with speed and efficiency. Come "Regatta Day," the "Fleet Trophy" was won easily. The year 1909 had been an active and exciting year, with plenty of sea time. As the year progressed, it was good to see the 1st Battle Squadron building up, as the Super Dreadnoughts were completed. H.M.S. Bellerophon, Temeraire and Superb had joined the Fleet during the year. Early in December, the Fleet dispersed to Home Ports for Christmas leave, and King Edward VII to refit at Portsmouth.

At this time my thoughts were filled with doubt as to the future, as there appeared to be little hope for promotion. During my Christmas leave, I put in a few days work with my old firm, with whom I had worked before taking "The Shilling". I soon got back into my stride, and I was offered a permanent post if I could obtain my release from the Royal Navy.

It was a tempting offer, and much against my innermost wishes, I requested to see my Captain, with a view of purchasing my discharge. My request was approved, but I was called upon to deposit with the Paymaster a sum of £24 as an act of good faith. My heart bled as I handed over twenty-four golden sovereigns.

RATED LEADING SEAMAN

A few days after sailing to rejoin the Fleet in April, 1910 I was working in the hold with Jimmy Bungs (The Cooper), when a messenger arrived to

say I was wanted at "Captain's Requests." I was doing a dirty job and looking rather disreputable. I thought some news had come through about my discharge, so I was not particularly worried about my appearance.

However, the Master-at-Arms called my name, I stepped up smartly and saluted, but when I heard read out, "To be rated Leading Seaman," I was just staggered. The Captain eyed me up and down, and he asked Commander Royds, "Is this the man you recommended," and much to my surprise, he replied "Yes." Before I could collect my thoughts, I just heard the Master-at-Arms say "Rated. About Turn, Double March."

I did not know whether to be pleased or sorry, as I had felt quite sure I would obtain my discharge. A few weeks later, the Paymaster sent for me, and I thought, "This is it," but the Paymaster said, your request was not approved, and I am pleased to return your £24. Here you are, a Leading Seaman at 23. Why? you can become a Warrant Officer at 27."

To be able to ascend to such a height, was beyond my comprehension, but a seed had been planted in my mind, which was to be cultivated into maturity.

Meanwhile, I became 2nd Captain of the Foretop, and Coxswain of a Whaler, all for an extra twopence a day, making my overall wage 15s. 2d. per week. Nevertheless, I felt pleased to have additional responsibility. Wages did not worry me at all, I felt

that my future was being guided into the right channels.

DEATH OF KING EDWARD VII

At the end of April 1910, news was received about the illness of King Edward VII. It came as a great shock to learn of his death shortly afterwards on May 6th. His son, a Sailor Prince, had succeeded to the throne in the person of King George V.

Early in August 1910 Vice-Admiral Sir Berkeley Milne was relieved by Vice-Admiral Callaghan as second-in-command Home Fleet. Captain de Brock was relieved about the same time by Captain Everett, a signal specialist, as Captain of H.M.S. King Edward VII.

As 1910 progressed, the 1st Battle Squadron was increased in strength by the arrival of H.M. Ships St. Vincent, Collingwood and Vanguard. The Fleet returned to Portland in the late summer, and King Edward VII won the Regatta Trophy for the second year in succession.

LONG WEEK-END LEAVE

A welcome innovation as regards leave was introduced, and long weekend leave was given from Portland, the Weymouth Steamer being used to convey libertymen to and from Weymouth Pier. This arrangement was a great boon, and much appreciated.

At the end of 1909 or thereabouts, a new scheme of promotion to Petty Officer was introduced. A rather advanced examination in technical subjects had to be passed, by the then existing Petty Officers, 2nd Class Petty Officers, and Leading Seamen, and if successful, they were placed on a new roster, which would give accelerated promotion; this became rather a stumbling block for the older ratings.

Meanwhile, I became 2nd Captain of the Foretop, and Coxswain of a Whaler, all for an extra twopence a day, making my overall wage 15s. 2d. per week. Nevertheless, I felt pleased to have additional responsibility. Wages did not worry me at all, I felt

that my future was of only a few months, I decided to study the syllabus in my few spare moments, and on December 15 1910 I was examined by a Board of Commissioned Officers, and passed successfully. My efforts were rewarded a few years later.

FIRE CONTROL

1911 proved to be an active year, the Fleet spent most of the time at sea, carrying out Tactical, and most important, Rangefinder Exercises. The whole system of Fire Control, depended so much on accurately plotted ranges. Ships had been fitted with as many as six Rangefinders. The ranges were quickly passed to the Transmitting Room, to be plotted on the newly invented Dreyer Table.

This terrific drive for gunnery efficiency was due to the direct policy of Admiral Sir John Fisher. Although he had retired in January, 1910, his policy was continued intensively. Super Dreadnoughts had all Turret guns, mounted on the centre line. Training Engines for Turrets, had been reduced in size, and were 100

HERE COMES THE NAVY

It had been announced that a Naval Review would be held at Spithead by King George V, to be followed by a Military Review at Phoenix Park in Dublin and in which the Royal Navy would take part. This meant the landing of Ships' Companies, to practice "Battalion Drill," "Advancing in Review Order," and "Marching Past." These landings were quite a picnic for everyone, a pleasant contrast to General Drills. The "Hump" at Portland, was used for this purpose frequently, and as we marched through the sleepy little town with Bayonets fixed and bands playing, our chests swelled with pride, especially when the cry was heard "Here Comes the Navy."

THE 1911 REVIEW

Admiral Bridgeman had relieved Admiral May as C-in-C. Home Fleet early in June, and joined the Fleet wearing his flag in H.M.S. Neptune, the latest commissioned Super Dreadnought.

The Fleet sailed from Portland about June 16 for Spithead, to take up position for the "Review", to take place on June 24: The Fleet entered the Solent through the Needles Channel in "Single Line Ahead" What an imposing picture, with H.M.S. Neptune approaching Spithead, followed by a line of the most powerful ships in the world, stretching back through the Solent, as far as the eye could see.

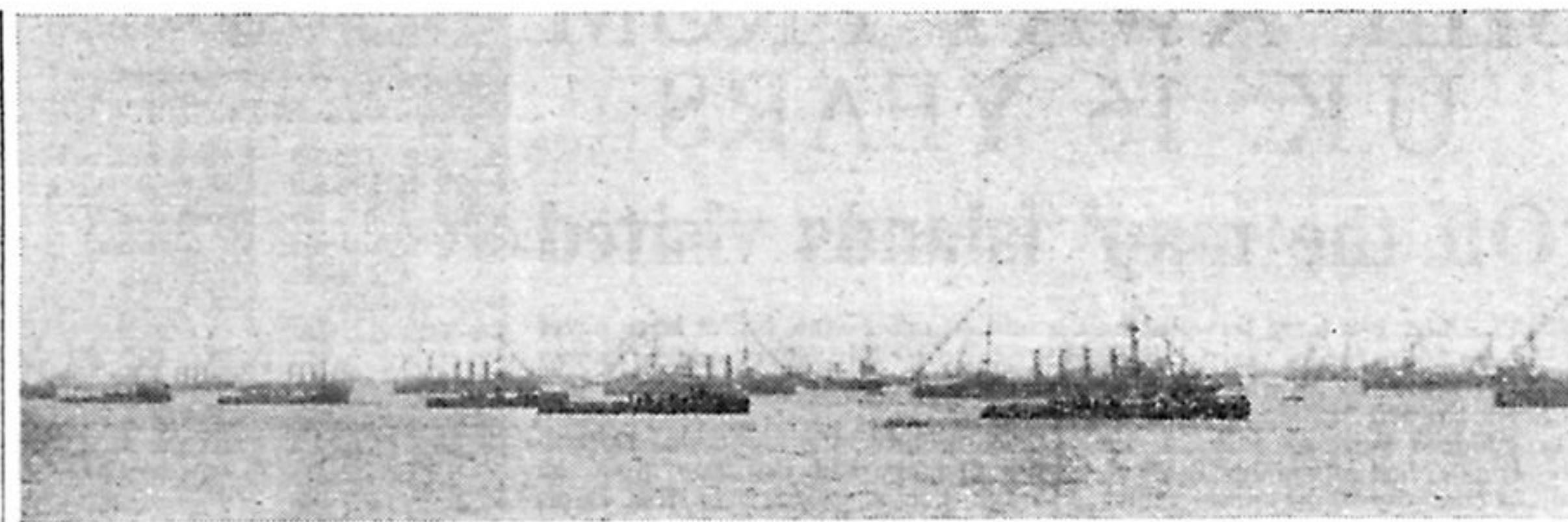
It was the first occasion that a Squadron of Super Dreadnoughts, together with many other less powerful ships, had been on show to the British Public, The Press, and foreign visitors. The inspiring signal of another era, "England Expects," was enshrined in the heart and soul of every man jack, they were all proud of their heritage.

On June 24, 1911, this great armada of ships, dressed overall, in many lines, greeted King George V. Ships' companies manned ship, and as the Royal Yacht passed majestically between the lines, three rousing cheers were given by each ship, expressing the loyalty and affection felt for their Sailor King, who had served many years in the Royal Navy.

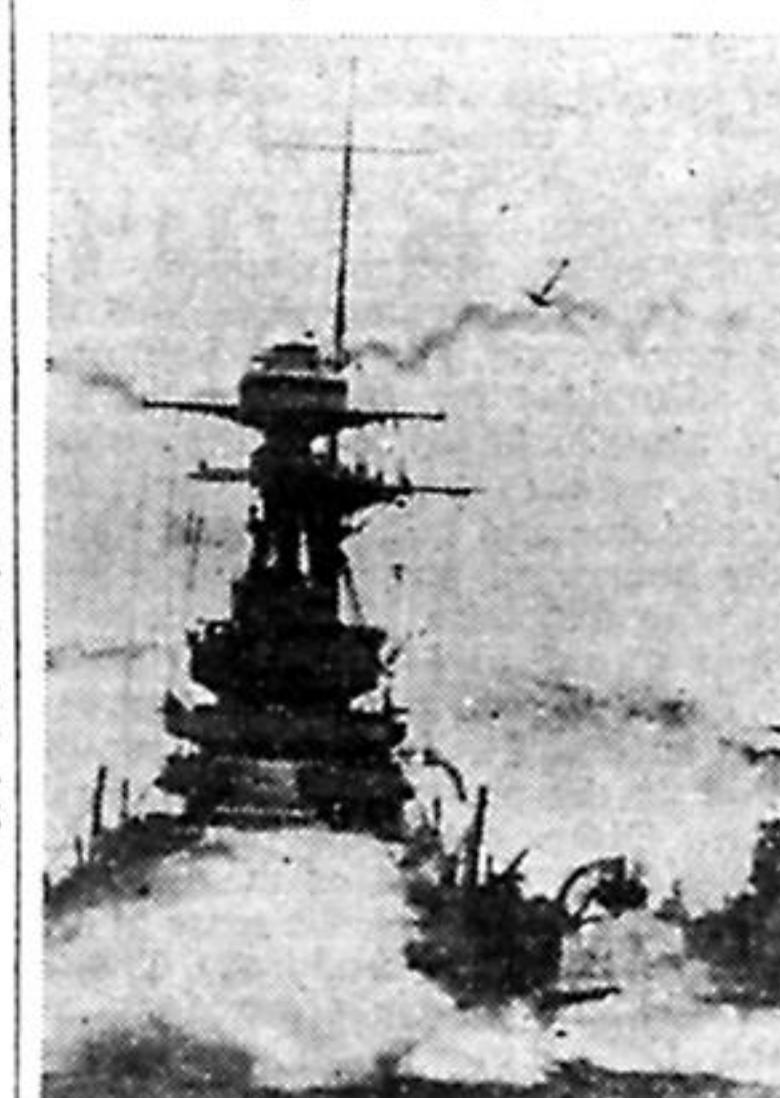
The Naval Review over, the Fleet proceeded to sea for exercises, whilst on passage to Kingstown, Ireland, in readiness for the Review in Phoenix Park, and for lining the streets.

The Review was rather an ordeal for the Naval Battalion. Having successfully completed the "Advance in Review Order," it was formed up for the "March Past," and as the Companies stepped off, a Cavalry Band struck up a "Cavalry March" which is used for horses on the trot. The men of the Naval Brigade quickly

(Continued on page 9, column 1)



The Royal Naval Review at Spithead, 1911, by H.M. King George V.



The First Battle Squadron, 1911.

per cent more efficient. The same could be said of all hydraulic machinery for operating heavy guns. Gyro compasses had been installed in the Engine Room, turbines had superceded reciprocal engines.

The sluggishness which had existed at the beginning of the century in the Royal Navy, had been successfully ditched. The technical knowledge required of all ratings, from an Ordinary Seaman upwards, had increased by 200-300 per cent, and not only in gunnery, but in also torpedo and electrical equipment. 18-inch torpedoes, operated by cold air for running, had been eclipsed by the 21st Healer Torpedo.



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

Which will you take?

I'm going for the pension. I'm all lined up for a job already, and with an extra pension to look forward to when I retire, and the wife provided for if anything happened to me—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.



wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

*For members of the W.R.N.S. the Pension is £149 a year.



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Drummed their way around the Far East



The Bradford twins and their drums. George is on the left and David is on the right.

TWO young men who have been making a big noise all round Far East Station are Able Seaman David Bradford, aged 22, and his twin brother George, also an Able Seaman.

As members of the volunteer ship's band of the frigate H.M.S. Crane, now on her way home via South Sea Islands and the Panama, these two have beat their drums in many and varied places and will continue to do so on their journey home.

The two Bradfords who come from 32 Ray Road, West Molesey, Surrey, have served together in the Royal Navy for the past two and a half years. They have the same interests and spare time activities and went to West Molesey Secondary Modern School.

Able Seaman David Bradford was the 1955 A.B.A. welterweight finalist.

HALF-YEARLY PROMOTIONS

THE following officers have been provisionally selected for promotion to date June 30.—

SEAMEN SPECIALISTS

Commander to Captain.—Sir E. F. Ardenale, J. M. Henry, T. A. Beet, J. D. Cartwright, W. R. D. Gerard-Pearse, P. J. Bayne, K. H. Martin, B. H. G. M. Bayham, W. D. S. Scott, W. I. Campbell, J. D. Treacher.

Lieutenant-Commander to Commander.—L. L. Grey, H. M. A. Hayes, I. A. Beattie, D. H. D. Martin, J. Ashton, J. D' O. C. Lewis, J. R. Symonds, Taylor, J. M. Child, J. N. Humphries, Baker, S. Leonard, F. E. Dick, M. A. George, H. M. Ellis, W. R. Hart, B. J. Williams, B. L. Spark, J. D. B. McCarthy, D. A. P. O'Reilly, R. M. Burgoine, A. F. C. Wemyss, F. P. Brooke-Popham, G. W. Greet, D. K. Hankinson, P. A. White, B. J. Straker.

ENGINEER SPECIALISTS

Commander to Captain.—H. C. N. Goodhart, I. J. Lee-Spalding, P. D. Tatton-Brown, H. D. Nixon, D. G. Spickernell.

Lieutenant-Commander to Commander.—D. J. S. Ashley, P. G. Evans, J. F. Webb, J. Baldwin, R. G. Covington, A. K. Hall, D. N. Loynes, C. M. Caldecott, P. D. S. Coppelstone, C. M. Jenne, D. B. M. Mathews, J. Hood, J. M. B. Dathan.

ELECTRICAL SPECIALISTS

Commander to Captain.—K. Needham, J. R. Marigold.

Lieutenant-Commander to Commander.—M. Hunter-Jones, J. K. Robertson, J. R. Young, E. B. Parry, J. F. Carey, I. B. Brenton, R. G. E. Houlder, F. Simm.

SUPPLY AND SECRETARIAT SPECIALISTS

Commander to Captain.—A. J. Petrie-Hay, M. Mackenzie.

Lieutenant-Commander to Commander.—D. S. Clark, P. B. B. Gill, A. M. Jones, J. R. Manning, C. H. H. Owen, J. E. C. Kenyon.

INSTRUCTOR BRANCH

Instructor Commander to Instructor Captain.—K. A. Bowell.

Instructor Lieutenant-Commander to Instructor Commander.—J. H. C. Horton, P. R. Smith, R. H. Parsons.

MEDICAL BRANCH

Surgeon Commander to Surgeon Captain.—F. H. Lamb, B. M. Goldsworthy, B. Ridgeway, R. W. Duncan.

Surgeon Lieutenant-Commander to Surgeon

In Memoriam

Michael Greenwell Tunn, Engineering Mechanic 1st Class D/K 594542, H.M.S. Miner III. Died November 12, 1961.

Paul Albert Thomas Baker, Bugler, R.M., 17002 45 Commando, Royal Marines. Died November 20, 1961.

Vincent Paul George Camilleri, Steward, E/L 982503 H.M.S. St. Angelo. Died November 20, 1961.

David Collin Rye, Shipwright, Artificer 2nd Class, P/M 943746, H.M.S. Ausonia. Died November 20, 1961.

Gordon James Cheater, Writer P/J 953174, H.M.S. Victory. Died December 1, 1961.

(Continued from page 8, column 5)

got out of step, and the lines became quite wavy, but with a tremendous effort, step was regained, and the lines straightened, and each company passed the Saluting Base in splendid formation, equalled only by the Guards and Royal Marines.

After the Military Review, the Royal Family proceeded to Wales, for the Investiture of Prince Edward on July 13 at Carnarvon Castle, as Prince of Wales. Meanwhile H.M.S. King Edward VII had proceeded to Aberystwyth, which was visited by the Royal Family.

On July 14 I felt honoured to have been selected as one of a "Guard of Honour" formed to meet His Majesty King George V and family on arrival. It was a scene which has always remained fixed in my memory. Particularly Prince Edward (now Duke of Windsor) and Princess Mary (now Princess Royal). The Prince would have been about 17 years of age, and the Princess about 14.

On leaving Aberystwyth, H.M.S.

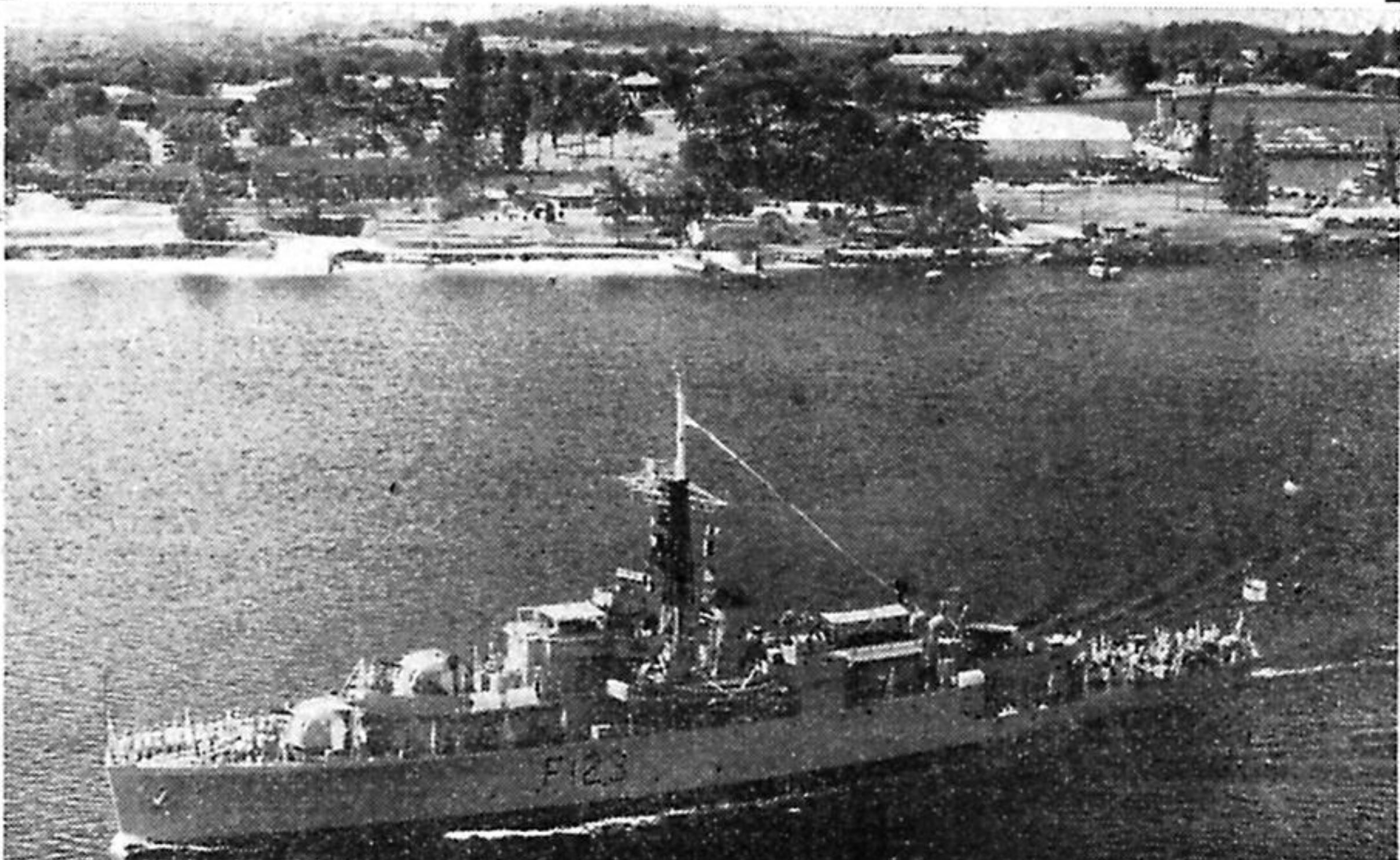
King Edward VII proceeded to Portsmouth to "Pay Off" and to transfer the Flag of Vice-Admiral Callaghan, to H.M.S. Hercules, the then, very latest Super Dreadnought.

During the latter end of the commission, which had extended for two years and four months, I had carried out the duties of "acting gunner's mate," in connection with the gunnery instruction for ordinary seaman. Therefore on "Paying Off Day" August 1, 1911, after a happy commission, I was drafted again to Whale Island, recommended to qualify for gunlayer third class, and gunner's mate.

The length of my service, man and boy, was then, just under seven years. I had succeeded beyond all expectation. Was it due to "luck" or "perseverance"? I have always thought it was a bit of each. My commission in H.M.S. King Edward VII eventually proved to be "A stepping stone to higher things." I had now to prove myself worthy of the recommendations that I had received.

(To be continued)

CRANE ON HER WAY HOME



H.M.S. Crane, here seen leaving Singapore flying a paying-off pendant, is the sole survivor of a large class of ships, originally rated as sloops but re-classified in 1947 as frigates. Crane is now on her way to the United Kingdom and during her east-about journey she will make calls at Labuan, Manus, Ocean Islands, Gilbert and Ellice Islands, Suva, Nukualofa, Friendly Islands, Nuiatoputapu, Apia, Rarotonga, Tahiti, Christmas Island, Fanning Island, Honolulu, Pearl Harbour, San Diego, Manzanillo, Panama, Trinidad and Las Palmas.

Sports quiz

1. When was the first scooter match televised?
2. Name the Club who dropped from First to Third Division in successive seasons.
3. Name the oldest Club in the Football League.
4. Who are the World Cup holders?
5. Who was the first woman to clear 6 ft. in the high jump?
6. Who was the first man to beat Gene Tunney?
7. How many British boxers have won the World Heavyweight Crown?
8. Which England Test Captain became a Hollywood film star?
9. Who won an England Cap at cricket, soccer, an F.A. Cup Medal, League Championship Medal?
10. Name the horse which holds the record for the Derby.

(For answers see page 6, column 5)

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The Ladies of Blackhall and the Standard they presented to the branch.

Blackhall Ladies present branch with new Standard

'GO AHEAD' FOR OWN H.Q.

THE shipmates of the Blackhall and Coastal branch of the Royal Naval Association are mighty proud of the members of its Ladies' Committee and the members of that Committee can be proud indeed of themselves.

At a social evening on November 18, Mrs. N. Taylor, Chairman of the Ladies' Committee presented to the Chairman of the branch, Shipmate J. Flackerty, the new branch Standard. In addition Mrs. Taylor presented to the branch a cheque for £39.

The Ladies achieved this magnificent effort over the past 12 months and deserved the prolonged applause when Shipmate Flackerty warmly thanked them on behalf of the branch. The photograph shows the ladies with the Standard and the smiles on their faces is a measure of the pride with which they are held by the shipmates and of the shipmates' thanks.

OWN HEADQUARTERS

Another item of great importance to the branch is that approval has been given to the building of its own Headquarters and Club. Considering that the branch has been in existence only two years, it is "good going" to have its own headquarters. "Chummy

ships" in the form of neighbouring branches congratulate Blackhall on their outstanding achievements.

Blackhall branch was represented at the dedication of the Newcastle Standard and after the ceremony they returned with the Wear Shipmates to the Wear Headquarters for an enjoyable evening.

The branch "scribe" visited the Blackpool branch when he visited that resort for "the lights" and he suggests that Association members visiting Blackpool should "look up" the local branch for he assures them that their welcome will be very sincere.

The "Bairns" Christmas Party" was held on December 23 and, as usual, was a huge success. The annual dinner dance will be held in February.

Two good members of the branch, Shipmate Alan Anderson and his "wee Scots wife" are leaving the district and will be missed very much. Blackhall's loss is Welwyn's gain.

TALKING OF BANDS



Last month we regretted the passing of the Royal Naval Barracks, Portsmouth, Bluejacket Band. Here is H.M.S. Bulwark's Volunteer Band. All "part-timers," they play additionally to normal duties.

We will remember them

Shipmaid Edith A. Marsden, member of Gainsborough Branch.
Shipmate Capt. G. L. MacLennan, O.B.E., Royal Navy, Founder President of Portland branch.

Discussion in this respect was answered quite satisfactorily by the Secretary to the Council who was prompted to ask why no Press reporter was present.

Ideas for the improvement of branches were given and it was suggested that there might be someone in the Area with literary aspirations who would run a bulletin for the Area. The Area Working Committee, which meets on January 6, will consider this point.

The Area Annual General Meeting will take place on January 13 at John Cunningham House and Shipmate Dykes stated that it would be a good thing if No. 2 Area co-operated in the matter of expenses which would be incurred in entertaining shipmates after the Annual Conference of 1962. Those present agreed with Shipmate Dykes and promised to refer the matter to their branches.

Shipmate J. Bates, the Area Chairman, conducted the meeting which, although no solutions to the problems had been found, had been well worth while.

The members expressed their thanks to the Chatham Branch for the amenities placed at their disposal and to the ladies of the branch for the exceedingly good tea provided. The evening was rounded off with a very enjoyable social.

The Royal Malayan Navy has ordered six 25-knot patrol boats from Messrs. Vospers Ltd., of Portsmouth. The contract for these boats is £1,000,000.

'One, two, six—heave' AFTER CONFERENCE ACTIVITIES

A GREAT number of those who attended the last Annual Conference were disappointed to find that, on conclusion of the business, they were left to their own devices. Although the Headquarters Club was open and Battersea branch also opened its portals, these two places alone could not cope with all who might have wished for a social night in town.

In some quarters No. 1 Area was severely criticised but in others members were appreciative of the fact that No. 1 Area could not possibly be expected to lay on "something for the boys" on the scale of 1956 or 1959 each time a Conference was held in London.

Certain branches in London and Middlesex consider that, having spent the day at business, delegates to Conference are entitled to look for something organised for them afterwards in the way of refreshments and entertainment regardless of the location of the Conference. Some may consider that the Conference is becoming something of an annual "junket"—but is it a crime to "let your hair down" having travelled great distances and spent the day in the interests of the Association?

Those branches in London and Middlesex have decided that there shall be no repetition of the lack of facilities after the 1961 Conference and they lobbied their near neighbours of Areas 2 and 6, seeking aid to put on something worth while.

SOCIAL EVENING

These two Areas responded with considerable enthusiasm and a Committee has been formed (known as The 126 Committee) with the object of organising a grand social evening and dance with a cabaret, preceded by a buffet tea, and, on the Sunday morning, a Drumhead Service.

All branches in the United Kingdom will shortly receive detailed information. The Committee asks that as many as possible, delegates and visitors to the conference, as well as members of branches within easy distance of London, will support both the Saturday evening function and the Sunday morning Parade Service. Either without the other will render the whole thing abortive.

All Navy men, ex and otherwise, are familiar with the cry "One, Two, Six—Heave." That is just what Areas 1, 2 and 6, are going to do to ensure that all visitors to the 1962 Conference will find their journeys and stay in town a worth-while effort in the name of the Association.

No. 2 Area has worth-while meeting

NUMBERS MAINTAINED

NEARLY all the branches of No. 2 Area were represented at the Chatham branch headquarters on November 25, at the invitation of the Area National Councillor, Shipmate John Dykes, when a general discussion took place regarding points which crop up at the area meetings.

The Secretary to the Council, Shipmate L. H. Maskell was present.

The main subject was membership of the Association and many of the delegates were able to comment in respect of their individual branches. It was generally agreed that the numbers in the Area were not falling off to any great extent, taking into consideration the number of the older shipmates who do not need to pay subscriptions because of the age limit.

Most branches get some new members during the course of the year, but it was felt that a drive towards branch publicity would be of benefit.

PRESS NOT PRESENT

Discussion in this respect was answered quite satisfactorily by the Secretary to the Council who was prompted to ask why no Press reporter was present.

Ideas for the improvement of branches were given and it was suggested that there might be someone in the Area with literary aspirations who would run a bulletin for the Area. The Area Working Committee, which meets on January 6, will consider this point.

BOOK WORTH WAITING FOR

FOR over 30 years I have waited for just such a book as this—"Last Bastion," Captain Eric Brockman, C.B.E., Royal Navy, (Darton, Longman and Todd, Ltd., London—28s.).

In 1930 my wife-to-be arrived in Malta one Friday and we were married the following day. We spent, on that occasion, nearly two years in Malta, exploring, in my spare time, the highways and byways of this fascinating island and learning a little of the friendliness, independence, charm and customs of the Maltese. We still think of that time as a two-year honeymoon.

Captain Brockman's book helps to fill the blanks of those memorable two years—the reasons for this or that custom—a little of the language, race and poetry. The author takes one round the island, to the sunny, sandy beaches, the churches, the homes of the people and talks of the wild life of the island.

"Last Bastion" is a travel book with just the right amount of past history in it. To those who know the George Cross Island it will bring back memories of "theatrically blue sky, and sea the colour of copper sulphate, orange rock bathed in pink haze at dawn and veiled with the 'heaven's embroidered cloths' at sunset." To those who have never visited the island "Last Bastion" will create a wish to do so.

A first-class book which has given me immense pleasure. AYCHARBEE.

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ACROSS BAR, ON HIS HANDS, ON EIGHTIETH BIRTHDAY

THE old familiar faces are disappearing, one by one. Old George Jenkins is dead. I went to his funeral the other afternoon. There were not many there. His widow, poor lady, his three sons, and I behind them. Another of the old brigade gone. Old George, with his same old joke: "A pint of mild and bitter, and not too much mild." Old George, the retired master bricklayer, who viewed all modern bricklayers with "the utmost despision," who had personally built, with his own two hands, "all the best houses round this way, AND built 'em to last"—I shall not see his red face under its traditional bowler again.

I don't know how it is with other places, but in mine—with the exception of Saturdays and Sundays—lunch hour trade is largely confined to the old 'uns. For that reason I keep a good fire going to warm their ancient joints, and buy four newspapers so that they can gain a vicarious pleasure in studying horses they can no longer afford to back. Few of them have more than one pint, but they like a natter together, and I enjoy listening to them.

A DIFFERENT JUTLAND

Most of them are ex-naval men, very much past their allotted span, but full of vigour to the last. Of the men of Granchester, Rupert Brooke observed:

"And when they get to feeling old, They up and shoot themselves, I'm told."

These old boys of Portsmouth certainly don't do that, but they do seem to fade away quickly, once their time has come. There was old Jack Course, who celebrated his eightieth birthday by buying lots of rum all

round, and then walking across the bar on his hands. He was missing from his seat one day, and dead the next. His account of the Battle of Jutland—startlingly different from anything the historians ever wrote—is always worth listening to.

And Charlie Parvin, a quiet old man who was a naval engineer, like me, but before I was born—he liked to yarn about engines and boilers to me, trunk engines and sea-fed boilers which must have been a nightmare to maintain. One day he brought in a photograph—as clear as the day it was taken fifty years ago—of a gunboat in which he had served. He was tapping the picture with his pipe, and explaining that the engines were situated on the boat deck—on the boat-deck!—when a sailor in uniform, a mere youngster of forty or so, picked up the photograph and remarked that he had served in a similar type of ship on the Yangtze.

WHICH WAR?

"Surely not!" I exclaimed. "I have never seen such a ship, on the Yang-

ze or anywhere else. "When was this class of gun-boat last in commission, Charlie?" I asked.

"Just before the war," said Charlie, sucking stolidly at his pipe.

"There you are!" said the sailor triumphantly. "I knew I was right!"

But light had dawned on me. "Just before the war Charlie," I repeated.

"Which war?"

"The Boer War," said Charlie. To him it was the last war.

The Boer War—I could write a book about it. Old Dan Cuniffle, 88 next birthday had he lived, talked about nothing else. He was an old sergeant-major. His story of the drum-head court-martial at which he was sentenced to death is worth an article to itself. There was a time, a year or so before his death when he forsook his reminiscences of Mafeking and Sir George White and Kruger—which were interesting—and harped on a subject which bored everyone: the reduction of his army pension.

SOMETHING WAS WRONG

But when one day he began talking of putting his head in the gas oven, I perked up and took notice. Dan was a methodical old boy: he had kept intact all his old certificates, records and correspondence. I went through them with him carefully, realised that something was wrong, and eventually typed out a letter for him to sign and sent it to the Paymaster-General. Three days later, six months after his pension had been reduced, Dan came beaming into the bar and handed me a letter from Authority, which greatly regretted a clerical error that had rendered "increased by so much" into "decreased by so much."

I cashed the cheque for the back money due, and Dan repaid me next day by proudly presenting me with his dearest possession—a tremendous painting in a massive frame of The Siege of Ladysmith—which completely flabbergasted me.

My bleatings and protests were waived aside. Dan knew I was properly overwhelmed with gratitude, but I was to have it. He insisted on it. Into my unwilling hands he pressed the masterpiece, and to my wife's deep disgust I hung it over the fire-place in the bar. There it stayed, Dan's memorial, and confounded me by proving a subject for animated conversation even to the younger generation of customers.

GANGES IN TEN-PIN FINALS

JUST over a year ago, a 4-lane Bowling Club was built at H.M.S. Ganges with the aid of a generous grant from the Nuffield Trust and a £3,500 contribution from the Ganges pig farm.

Since its opening the club has provided an increasing centre of interest, both for the Juniors under training and for the ship's company. The wives and friends take an active part in league play and "Housewives' Choice" on Tuesday mornings is well supported.

The Evening League has produced an exciting struggle over the last three months and resulted in a win for the Regulating branch team. "The Monarchs," the star player being the Master at Arms' wife.

Ten pin bowling is rapidly becoming a national sport and a team from H.M.S. Ganges, the "Tuskers" played through the Anglo-American Tournament. One day the National Individual Champion may come from the Navy.

Captain W. C. Simpson presents the silver heron to the Mayor of Yeovil.

Silver Heron for Yeovil

THE 21st anniversary of the commissioning of H.M.S. Heron, Royal Naval Air Station, Yeovilton, in December, was marked by a gift from the Air Station to the town of Yeovil.

To commemorate the liaison between the establishment and Yeovil, an 18-inch high silver heron was presented to the Mayor, Alderman J. P. Kelly, by Captain W. C. Simpson, O.B.E., D.S.O., Royal Navy, the Captain of R.N.A.S. Yeovilton.

The presentation took place in the Air Station's Social Centre—The Heron Club.

The Heron, specially commissioned from a London silversmith's, is inscribed—"From the Captain and people of H.M.S. Heron, R.N.A.S. Yeovilton, to the Mayor and people of Yeovil to commemorate 21 years of friendship and goodwill in war and peace—1961."

Captain Simpson, in making the presentation said there had been a

close affinity between the town and the base. Many of the sailors had married local girls and settled down in the town.

"At this station, set in the heart of Somerset, we carry out the tradition of King Arthur, only our Excalibur has a more potent thrust and is held poised over the earth by the aircrews that we train here."

FREEDOM OF BOROUGH?

Alderman Kelly said that he hoped the friendship between the base and the town would continue to flourish adding "It would be a grand gesture on our part if the freedom of the borough was extended to the ship's company."

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C. H. BERNARD & SONS LTD. are always happy to consider purchasing second-hand swords with or without scabbards, and any Officers wishing to sell should write in the first instance to Anglia House, Harwich, Essex, or at the Naval Ports to contact the local branch.

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sonnel wishing to make application should do so through their Commanding Officer, in accordance with Admiralty Fleet Order 2060/60.

CHEF/CATERER required. Boys' Preparatory School, Household 180. Two Assistant Cooks and good daily help. Wife could be employed as Working Housekeeper or in some other capacity. Cottage available. Apply Headmaster, Bilton Grange, Dunchurch, Rugby, Warwickshire.

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The First Lord of the Admiralty, Lord Carrington, and Lady Carrington visited H.M.S. Dauntless on December 11 and saw W.R.N.S. recruits under training. Nearly 250 W.R.N.S. personnel took part in a march-past during the visit. Lord Carrington was accompanied by his Naval Secretary, Rear-Admiral F. R. Twiss, and his Principal Private Secretary, Mr. A. R. M. Jaffray.

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'Sea-karting'—Sport of the Sixties

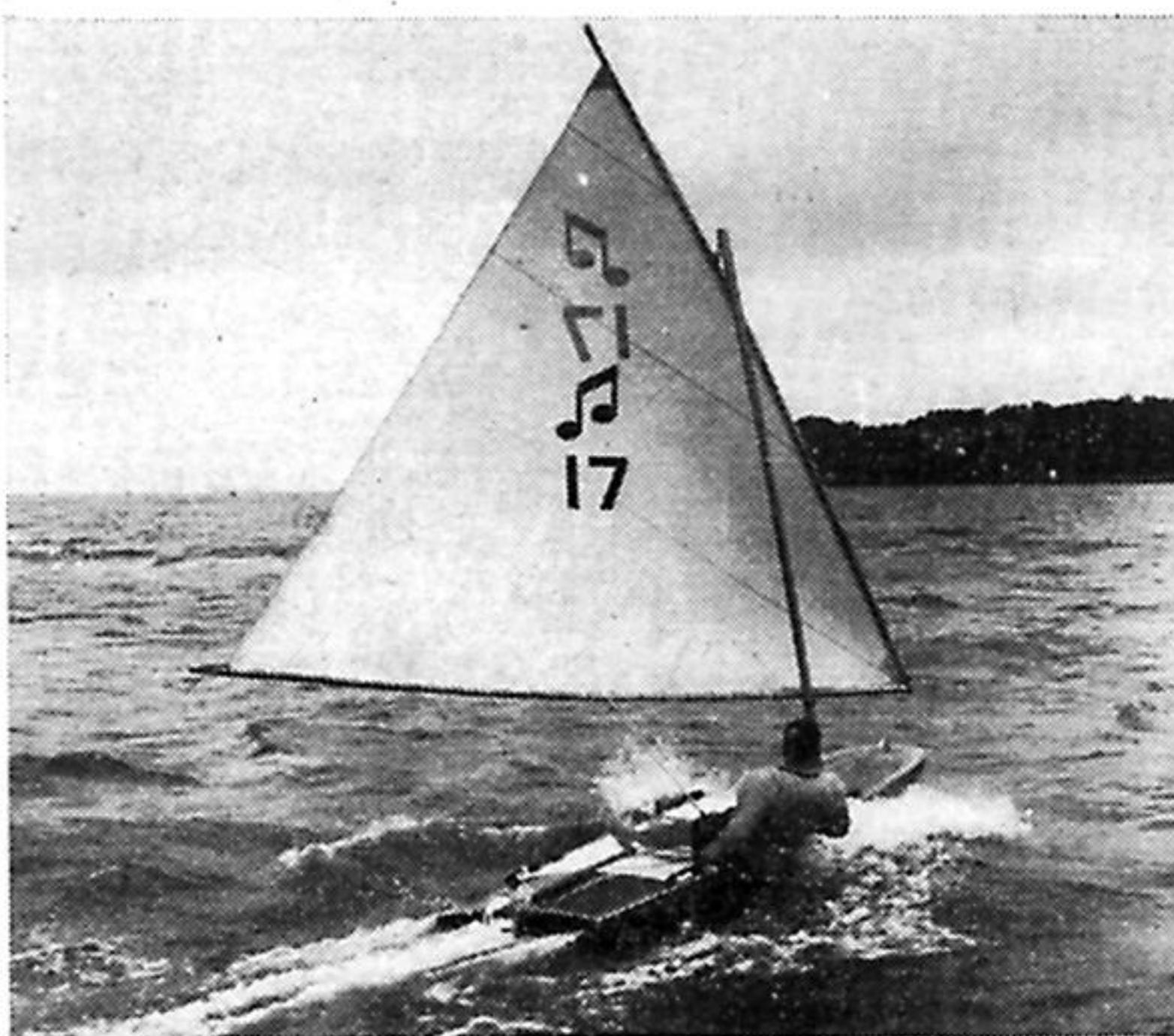
GOOD SAILING CRAFT

HOW often on a make and mend have we watched the lucky few sailing for the whole afternoon in the ship's two dinghies, or in the Dog Watches considered that it was hardly worth hoisting out and rigging the dinghy for a brief sail.

Perhaps, if you have come from a shore establishment you may be thinking of other make and mend pastimes, such as Go Karting. In those exhilarating but safe little machines anyone can take part in the afternoon's sport.

At present there are two or three makes of sailing craft comparable with Go Karts on the market. At first glance these look little more than sailing surf boards but which are in reality, well-designed craft with good sailing qualities.

The picture shows a Piccolo, which in kit form, complete with sail and aluminium mast, costs about £68 or complete ex works about £98. The kit takes a couple of make and mends to assemble and finish. The 13 ft. 6 in.



A 'Piccolo' off the Isle of Wight.

Photo: Beken & Son, Cowes.

hull, drawing 3 inches with the plate up and 75 sq. ft. of nylon gives a fast sail in winds up to Force 3.

Above Force 3 the sailing is really exhilarating with speeds in excess of 14 knots. The craft is sweet but lively, although more stable than one would expect. This was proved in a Channel crossing by two Piccolos in Force 6 conditions. Unfortunately the trip ended 8 miles short of the French coast due to a defect in the rudder pintle which was perhaps just as well, as the attendant motor boat was finding conditions most unpleasant.

Wearing a life jacket is a must for sea karting and in cool climates, protective clothing does help. Even so, if you should capsize, the Piccolo is easily righted and with skill you can be on your way within 10 seconds.

As for launching and rigging; hull weight 112 lbs., rigging time three minutes at the most. The simplicity and speed of the craft allows many,

short, fast races to be sailed in an afternoon giving a number of people the chance to get away sailing.

POINTS TO REMEMBER

- Lifebelts will always be worn.
- No sailing above Force 3 in possible shark areas.
- Four Sea karts can be stowed in the space of one 14 ft. dinghy.
- All the gear floats, and in an emergency can be used for life-saving.
- Everyone benefits.
- Jimmy (or the Bloke) can use it as side party punt.

A THOUGHT

With the help of Welfare Committees sea karting might well become the Navel sport of the 60's, winking out all branches from their (we hope) air conditioned boxes and allowing them to get to grips with the wind and sea, instead of sniffing at it from the liberty boat or sandy beach.

Navy Hockey

THE first and second rounds of the R.N. Hockey Knock-out Competition, 1961-62, produced some good hockey and the 30 entries have now been whittled down to nine for the third round.

The draw for the third round is:

R.N.A.S. Lossiemouth v. H.M.S. Ganges.
H.M.S. Ariel v. H.M.S. Vernon or Mercury.
H.M.S. Sultan v. R.N.A.S. Yeovilton.
H.M.S. Drake v. R.N.A.S. Culdrose.

In the first round H.M.S. Thunderer beat 41 Commando 11-3, only to be knocked out in the second round by R.N.A.S. Culdrose 5-3.

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only



GANGES BEATS ST. VINCENT IN JUNIORS' 'BATTLE'

THE quarterly "battle" between H.M.S. Ganges and H.M.S. St. Vincent took place at Gosport on November 25, H.M.S. Ganges winning five events and St. Vincent winning two. Altogether the weekend was very successful. Perhaps the most surprising result was the sailing where both teams are very hard to beat on their home grounds as local knowledge usually means so much.

Results

Sailing.—Ganges beat St. Vincent 281 to 16.
Shooting.—Ganges beat St. Vincent 587 to 559.
Basketball.—Ganges beat St. Vincent 52 to 13.
Cross County.—St. Vincent beat Ganges 85 to 129.
Soccer.—Ganges beat St. Vincent 5 to 4.
Rugby.—St. Vincent beat Ganges 24 to 3.
Hockey.—Ganges beat St. Vincent 1 to 0.

SAILING

With little wind and a flood tide the racing was not very exciting. However, in spite of local knowledge being against Ganges, Lewis in a cutter was the only one to complete the full course. Over the shortened course the Ganges whalers took 1st, 2nd and 4th, Coxwained by Trotter, Birch and Sexton. Part of their success was due to the fact that the Coxwains studied the course and conditions beforehand and when it came to the race did what they had been told and used their common sense.

SOCCER

This was perhaps the most thrilling match of the week-end. Ganges dominated the play for the first few

minutes sweeping up the field with delightful football which resulted in them being two goals up after 10 minutes. However, St. Vincent soon came back, encouraged by hundreds of supporters, and scored three goals before half-time. Soon after the restart St. Vincent scored another to make them four to two up and it looked like the end for Ganges. However, Ganges rallied and the St. Vincent goal was in constant danger but even so it seemed that the defence would hold. Late in the game, Riley was given a clear run and scored and Reddington hit home a powerful drive to equalise. The winning move came when Gorman strode up the field with the ball and crossed for Reddington to complete his hat-trick with three minutes left. The Ganges team had been well trained by Mr. Leadbetter of the Ipswich Town F.C., who are doing so surprisingly well in the First Division.

HOCKEY

Considering both teams were comparative newcomers to the game of

hockey, the standard was quite high with play running from end to end. The only score of the match came when a defensive lapse after 10 minutes by St. Vincent enabled Mailer to score.

St. Vincent tried hard to equalise but the Ganges defence kept them out whilst the forwards attempted to increase the lead. In the second half, Ganges had much more of the play but lacked the punch in the forward line which might have resulted in more goals.

BASKETBALL

The score speaks for itself in this match! Ganges because they knew how to use the ball and shoot at the basket, found no real opposition from the St. Vincent team even though all the Ganges substitutes played together as a team.

CROSS-COUNTRY

This was the second time in a month that the teams had met. In the first, the Portsmouth Command Junior race, Ganges were well behind the "A" and "B" teams of St. Vincent but this time the result was much closer.

RUGBY

In this, as the score indicates, St. Vincent proved to be very much superior to Ganges in their back division. At first, the Ganges pack more than held their opponents gaining a fair share of the lines out. But with the St. Vincent backs running so well, the Ganges forwards became tired from covering so much, and somewhat ragged in the second half.

The quadrangular "battle" between H.M.S. Ganges, H.M.S. Vincent, the Junior Wing, Deal, and H.M.S. Fisgard will take place at the Pitt Street Recreation Ground, Portsmouth, on July 13 and 14.

The Captain of Royal Fleet Auxiliary Wave Prince, a picture of which appeared on page 9 of the December issue, is Captain G. Robson, and not Captain G. Gibson.

Order or Renewal Form

(Delete as appropriate)

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